City and County of San Francisco
The Planning Department

475 BRANNAN STREET

Draft Environmental Impact Report

97.470E

Draft EIR Publication Date: May 2, 1998
Draft EIR Public Hearing Date: June 4, 1998
Draft EIR Public Comment Period: May 2-June 4, 1998

Written comments should be sent to:

The Environmental Review Officer
The Planning Department
1660 Mission Street
San Francisco, CA 94103

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DATE: May 2, 1998

TO: Distribution List for the 475 Brannan Street Project Draft EIR

FROM: Hillary E. Gitelman, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 475 Brannan Street Project

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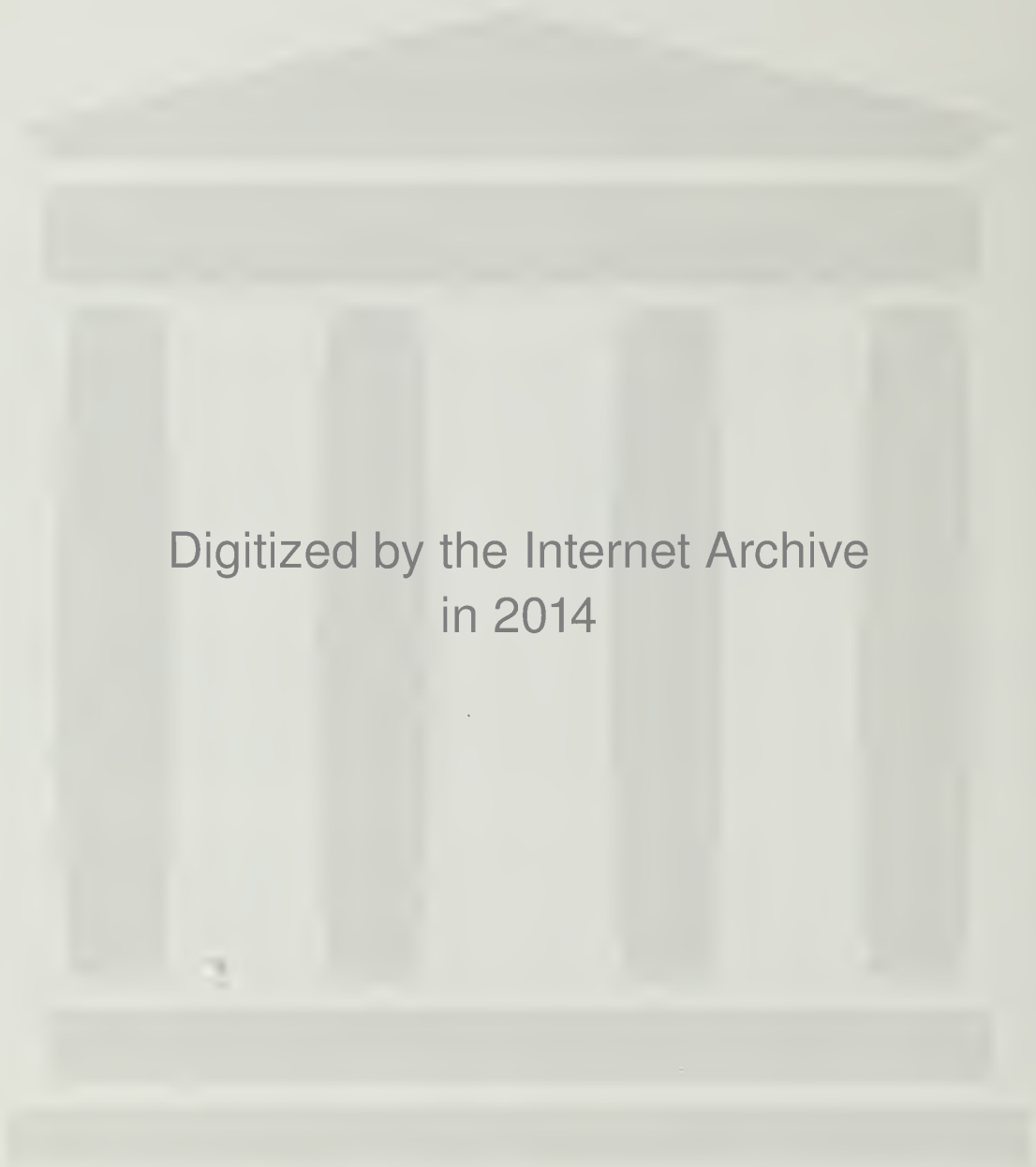
This is the Draft of the Environmental Impact Report (EIR) for the 475 Brannan Street Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy.

Thank you for your interest in this project.



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SUMMARY

A. PROJECT DESCRIPTION

The project would renovate, seismically strengthen, and expand an existing two-story office building at 475 Brannan Street, in the South of Market area of San Francisco, by construction of a two-story addition that would increase the height of the existing building by approximately 23 feet, from approximately 35 feet to approximately 58 feet. The project would increase the gross floor area of the building from approximately 213,000 gross square feet (gsf) to about 243,500 gsf. Office space would increase from about 180,000 gsf to about 241,000 gsf. The ground floor would include an approximately 2,500-gsf retail storefront, which would replace one of two existing freight loading doors. This storefront could be occupied by a daytime specialty coffee and sandwich shop (serving food prepared off-site). The sponsor would provide an outdoor seating area of about 400 square feet in an adjacent private alley outside the retail storefront, intended to meet the project's Planning Code requirement for publicly accessible open space, pursuant to Planning Code Sec. 135.3. In addition, the project would include an interior ground-floor private courtyard of approximately 7,400 square feet, which would be open to the sky as a four-story east-west trending light well in the western half of the building.

The two-story addition would be set back about 10 feet from the north (Brannan Street) property line, and about 20 feet from the west property line, where the project site adjoins a site occupied by a live/work loft building at 601 Fourth Street. The proposed addition would be finished with industrial-style corrugated and galvanized sheet metal, in contrast to the yellow and red brick of the existing building. The principal Brannan Street facade of the addition would have horizontally oriented, aluminum sash windows, with walls alternately vertical, canted forward, and canted backward. As part of the project, the sponsor proposes to reduce the height of the parapet on the Brannan Street frontage from 6.5 feet to 4 feet.

The primary pedestrian entrance would remain on Brannan Street, but would be altered by replacement of some existing detail and by construction of a recessed entry containing stairs and a wheelchair ramp. The existing 71,100-gsf basement would be converted to a parking garage for about 160 vehicles (if independently accessible), or about 270 spaces with valet parking, which is proposed. Seven disabled-accessible spaces and eight bicycle parking spaces would be provided. Twenty-two existing parking spaces adjacent to the building would be eliminated. Access to the parking garage would be from Brannan Street, via a new driveway and ramp at the west end of the project's Brannan Street frontage and egress would be at the west end of the rear of the building. Departing vehicles could travel to Brannan Street via private alleys to the south and east of the building, or to Townsend Street via Lusk

Street. Two new off-street loading spaces would be provided on the east side of the building, accessible from Brannan Street.

Seismic strengthening would be undertaken in accordance with Section 4303.2 of the San Francisco Building Code, and the retrofit program would exceed the requirements of the City's Unreinforced Masonry Building Ordinance. The existing spread footing foundation would be retained, although 22 footings would require underpinning. Approximately 960 cubic yards of soil would be excavated for drilled piers, to a depth of about 60 feet, including foundation work; excavation would total about 3,240 cubic yards. No pile driving is proposed.

The project would require a rezoning of the existing 50-foot height limit to 65 feet to permit construction of the 58-foot-tall project. The rezoning must be approved by the Planning Commission and the Board of Supervisors.

B. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report, for a proposed office project at 475 Brannan Street, focuses on the issues of historic architectural resources and traffic, circulation and parking. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significance with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than transportation, historic architectural resources, and growth inducement.

The principal issue addressed in this environmental impact report concerns the effect of a proposed two-story addition to the existing building at 475 Brannan Street on that building. Specifically, the EIR examines the historic architectural importance of the building, and analyzes whether the proposed addition would constitute a substantial adverse change to the historic architectural "significance" of the building.[1] This EIR also evaluates the proposed project's potential effects on traffic and parking.

Nearby residents and occupants of live-work loft units have expressed concern about the potential for loss of views and/or interior light as a result of construction of the proposed two-story addition. As stated in the Initial Study (see Appendix A), the project would partially obstruct views from some live/work units at the adjacent building at 601 Fourth Street and from some live/work units to the south, on Lusk Street. However, obstruction of views from private interior spaces is not generally considered a significant effect under CEQA. As stated in the Initial Study, while the project would reduce the amount of natural light available to live/work units at 601 Fourth Street, the project's proposed 20-foot setback from 601 Fourth Street and the proposed new courtyard in the project's west-facing facade would reduce the magnitude of light-related impacts. Effects on live/work units on Lusk Street would be limited

[1] This use of the word "significance" is placed in quotation marks to differentiate the word as it is commonly used under CEQA where a "significant" effect constitutes a substantial adverse change in the environment. In reference to historic architectural resources, the word "significant" denotes a resource's importance.

because the project is north of these units and because of the separation between the sites. As with private views, partial loss of interior light would not be considered a significant effect under CEQA.

C. MAIN ENVIRONMENTAL EFFECTS

HISTORIC ARCHITECTURAL RESOURCES

The existing building, constructed in 1908, has a "B" rating from the Foundation for San Francisco's Architectural Heritage, and was rated "1" in the 1976 Department of City Planning survey of architectural resources. It is designated a Significant Structure in the South of Market Plan, an area plan within the San Francisco General Plan. The Historic Resource Study prepared for this EIR describes the 475 Brannan building as a "nearly intact example of the warehouse building type which is found in waterfront and near-waterfront locations north and south of Market Street." According to the Historic Resource Study, the building appears eligible for individual listing in the California Register of Historical Resources or the National Register of Historic Places as a surviving and well-executed example of a building type, under National Register Criterion C, architecture. While the building does not technically meet the definition of an historical resources contained in CEQA Section 21084.1, this analysis has conservatively assumed that the building is an historical resource potentially subject to significant impact.

Although different observers may reach different conclusions, construction of the proposed two-story addition, with the increase in height and bulk, accentuated by trimming the height of the Brannan Street parapet, and with the contemporary stylistic features proposed – including horizontal orientation and differential alignment of windows in the proposed addition, metal cladding on the proposed addition, glass, thin horizontal canopies, and contrast between rectilinear and inflected or angled forms – could substantially alter the building's principal Brannan Street facade in pedestrian-level views from across Brannan Street. Also, alteration of the main pedestrian entrance, although not a substantial adverse change in itself, would remove an historic element (the entablature over the doorway) that helps define the historic character of the building. Together, these physical alterations to the building could be characterized as a substantial adverse change to the historic resource, and would therefore be considered a significant impact.

Removal of the two existing service loading doors, conversion of one to a new glass-fronted wall for the proposed cafe, and construction of a new garage entry door would result in noticeable changes to the principal Brannan Street facade, but would not be considered a substantial adverse effect, since the service doors are not a major contributor to the historic character of the building.

TRANSPORTATION, CIRCULATION AND PARKING

The project would generate a about 1,820 net new person trips per day, with a total of about 390 net new person trips during the p.m. peak hour, of which about 65 would be vehicle trips, 170 would be transit

trips, 45 would be walking trips, and the remainder, by other modes such as bicycle, motorcycle and taxi. Of six signalized study intersections, all but two currently operate at acceptable service levels (LOS D or better) service levels during the p.m. peak hour (Brannan / Third, Brannan / Fourth, Townsend / Third, and Townsend / Fourth). The intersections of Brannan / Sixth Streets and Bryant / Fifth Streets currently operate at LOS E and F, respectively, in the p.m. peak hour.

With project traffic, including traffic generated by the project's office use and traffic from persons not working in the building but parking in the project garage, operating conditions would not worsen from existing conditions at any of the study intersections. Under cumulative (2015) traffic conditions, the six study intersections generally would operate with extremely long delays during the p.m. peak hour, with unacceptable service levels at LOS E/F, except the Townsend/Fourth Streets intersection, which would operate at an acceptable LOS C. With existing uses plus potential future (*i.e.*, cumulative) development projected in the vicinity, project trips would constitute a smaller portion of overall trips than in the Existing plus Project condition (*i.e.*, less than 4 percent of all p.m. peak-hour trips at Fourth and Townsend and less than one percent at other study intersections), and would not contribute substantially to these unacceptable conditions.

The approximately 170 net new p.m. peak hour transit (chiefly MUNI) trips, dispersed over 11 MUNI routes that serve the project area, would not measurably affect existing service. The project would, however, contribute to cumulative increases in transit ridership that would result in an incremental increase in capacity utilization.

The proposed project would provide about 160 off-street parking stalls and would meet the Planning Code requirement of 158 spaces, accounting for an existing deficit of 147 spaces. (Without the deficit carryover, the total project requirement would be 305 spaces.) The project sponsor proposes to operate the on-site parking with valet parking, providing space for about 270 vehicles. The project's seven spaces for disabled-accessible parking and eight bicycle parking spaces would meet the Code requirements.

The project would create a long-term parking demand for about 110 parking spaces, and short-term parking demand for 15 equivalent daily spaces, for a total parking demand of about 125 daily spaces. Discounting for parking demand generated by existing uses on the site, the net additional parking demand generated by the proposed project would be about 35 spaces. The project's proposed 160 off-street parking stalls, with space to accommodate about 270 vehicles under valet parking operations, would exceed the estimated parking demand by about 145 vehicles. It is envisioned by the project sponsor that the over-supply of parking in the building would be used by other uses in the area, including, workers and visitors at nearby converted warehouse buildings and the new Giants Ballpark at China Basin.

Access to the proposed basement parking garage would be from Brannan Street, via a new driveway and ramp at the west end of the building. The garage exit would be through a similar new ramp and

driveway at the west end of the project's rear frontage, thence via a private alley to either Lusk Street and Townsend Street, or to Brannan Street via a private alley east of the building.

Pedestrian access to the project building would be on Brannan Street. Pedestrian flow conditions on the Brannan Street sidewalk in front of the building would be expected to remain similar to existing "open" conditions, and would not be substantially affected by the project.

The project would generate about 50 service vehicle stops per day. Average demand for the proposed building would be about two spaces per hour, and peak hourly demand would be about three spaces per hour. The project would eliminate two existing loading spaces and replace them with two new loading spaces on the east side of the building and accessible from Brannan Street via an on-site alley; a loading dock would be constructed there. The project would exceed the Code requirement and would meet the average demand for about two loading spaces per hour, but would not meet the peak hourly demand for about three loading spaces per hour, and delivery/service vehicles could seek on-street space on Brannan Street during peak loading periods. Departing trucks could turn around in the side alley and the alley behind the building, or could exit via Lusk Street if an easement were obtained from the adjacent property owner allowing for a wider opening between the project site and Lusk Street. Potential conflicts between the two traffic streams (parking and loading) could occur, but because the primary times for loading/unloading (morning hours) and exiting the parking garage (afternoon hours) would not coincide, the frequency of such conflicts would not be high.

During the projected 11-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. An improvement measure included in the project would reduce effects of construction traffic on surrounding traffic and transit (see p. 56). The sidewalk on Brannan Street would remain available for pedestrians during the duration of the project construction, with a protected pedestrian walkway. Parking of construction workers' vehicles would temporarily increase occupancy levels in off-street parking lots, either by those vehicles or by vehicles currently parking in on-street spaces that would be displaced by construction workers' vehicles.

In summary, the project would not result in a significant impact on transportation, circulation or parking.

D. MAIN MITIGATION MEASURES

MEASURES PROPOSED AS PART OF THE PROJECT

As described in the attached Initial Study (Appendix A), the proposed project has the potential to affect archaeological resources, would involve excavation and foundation work, and could involve exposure to hazardous materials. As a result, the project sponsor has agreed to implement the following mitigation measures:

CONSTRUCTION AIR QUALITY

- The project sponsor would require the contractor(s) to sprinkle exterior demolition sites with water during demolition, excavation and construction activity; sprinkle unpaved exterior construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

GEOLOGY

- One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building(s) for damage during construction, if recommended by the geotechnical engineer.

- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

- Should dewatering be necessary, the project sponsor and contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities and buildings that could potentially occur as a result of dewatering.

WATER QUALITY

- If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer and/or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer/storm drain system.

HAZARDS

Note to the reader: The following material regarding the Maher Ordinance is a requirement of the City Public Works Code. As such, it is not a true mitigation measure, since it is required by law. The requirements of the Ordinance are specified below for informational purposes.

- As project construction would involve excavation of more than 50 cubic yards of soil, requirements established by Article 20 of the *San Francisco Public Works Code* (*i.e.*, the "Maher Ordinance") would reduce potential effects related to soil contamination to a less-than-significant level. If applicable, the project sponsor would prepare a Site Mitigation Plan and would agree to ensure that the Site Mitigation Plan is implemented with oversight from the City's Department of Public Health.

  The Plan, if prepared, would require that the construction contractor handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and encapsulate remaining soils on-site, and also would require a State Registered Professional Geologist or Engineer to certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan had been performed in compliance with Article 20 requirements. Conditions imposed by the Department of Public Health would require dust control measures to ensure "no visible dust" emissions, covering of soil stockpiles, rain water runoff control, and designation of a person with the authority to stop work at any time if a release of contaminated soil occurs or is threatened.

- The project sponsor would ensure that asbestos-containing building materials, if any, encountered in this renovation project are removed and disposed of or encapsulated, as appropriate, in accordance with all applicable government regulations and procedures that would apply to a demolition project.

  The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names, addresses and phone numbers of operations and persons responsible, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects removal operations. In addition, the District inspects any removal operations concerning which a complaint has been received.

  The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the properties where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services in Sacramento. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

- The project sponsor would ensure that building surveys for PCB-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

CULTURAL RESOURCES - Archaeology

- Should evidence of archeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation that the ERO determined might damage such archaeological resources. Excavation or construction activities that might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

  After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

  Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

  Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

HISTORIC ARCHITECTURAL RESOURCES

The project sponsor has included the following measures in the preferred project to reduce effects on historic architectural resources: facade restoration on all three publicly visible sides of the building, including removal of the paint from the Brannan Street facade; seismic retrofit of the building beyond that required by the UMB Ordinance; retention of a parapet at the roof deck of the second floor; retention of the existing fenestration and original steel sash windows of the existing building; and retention of the two Tuscan columns at the main entry of the building.

No additional mitigation measures are identified. Please see Alternatives B, p. 59, and Alternative C, p. 61, in Chapter VI for discussion of alternatives to the proposed project that would reduce or eliminate the potentially significant effect on historic architectural resources.

E. ALTERNATIVES TO THE PROPOSED PROJECT

ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition, with a two-story structure. This alternative would not preclude, but would not necessarily entail, reoccupancy of the existing building. If the No Project Alternative were implemented, no impacts of the project would occur. However, the building on the project site ultimately would have to be brought into compliance with the City's Unreinforced Masonry Building Ordinance through seismic upgrade or demolition.

ALTERNATIVE B: PRESERVATION ALTERNATIVE ONE

This alternative would consist of renovation and seismic strengthening of the existing building in accordance with the City's Unreinforced Masonry Building Ordinance, and reuse for office space. There would be no rooftop addition, and no change in the existing freight loading bays on the principal Brannan Street facade. The existing tall parapet on the Brannan Street facade would not be altered. Neither basement parking nor retail space would be included.

This alternative would not change the exterior of the existing building, except by renovations required by applicable building codes, such as provision of access for disabled persons, and no rezoning for increased height would be sought. This alternative would provide for approximately 140,000 gross square feet (gsf) of office space. Without major changes to the exterior of the building, notably the Brannan Street facade, this alternative would avoid the potentially significant effect on historic architectural resources identified for the proposed project.

Trip generation in the p.m. peak hour would be approximately 41 percent less than with the project, and traffic effects would be less substantial. Effects secondary to traffic, such as generation of criteria air pollutants and traffic noise, would be incrementally less than with the project; as with the project, these effects would not be significant. Other effects related to the intensity of development (population, operational noise and air quality emissions, and demand for public utilities/services and energy) would be less than with the proposed project. Effects on land use would be similar to those of the project, as both the project and this alternative would consist largely of office use.

Some excavation would likely be required, as with the project, meaning that effects on subsurface cultural resources would likely be comparable to those of the project. Construction-related noise and air quality would be somewhat less substantial than with the project, since most construction would be interior. Effects related to potential exposure to hazardous building materials and hazardous materials in

the soil, if any, would be similar to those of the project, as would construction-related effects on hydrology. This alternative would have little or no visual impact. As with the proposed project, the above effects would be less than significant, with mitigation.

This alternative would be considered the environmentally superior alternative because it would not substantially alter the exterior of the building, and would thus have no substantial adverse impact on historic architectural resources.

C. ALTERNATIVE C: PRESERVATION ALTERNATIVE TWO

This alternative would consist of a somewhat reduced version of the proposed two-story addition. As with the project, this alternative would add two stories of office space, but with an increased setback on the north (Brannan Street) facade of the proposed addition such that, perceived from street level, the addition would not substantially diminish the visual importance of the existing Brannan Street facade.

Consistent with the project's proposed use of the building's existing heavy timber framing, this alternative would place the third story of the addition about 20 feet from the Brannan Street property line, at the second line of existing structural posts and beams, while the fourth story would be set back about 40 feet, at the third line of posts and beams. These setbacks would be 10 feet and 30 feet greater, respectively, than the 10-foot setback proposed with the project. This alternative would also retain the existing Brannan Street parapet at its full height. As a result of these alterations, the third story addition would not be visible from the sidewalk, and only the upper portion of the fourth story would be visible, from the sidewalk across the street. These changes would clearly subordinate the visual importance of the addition in pedestrian views from across the street, and would reduce the substantial increase in height and mass proposed by the project. In addition, this alternative could retain all or a portion of the existing entablature over doorway that is the principal Brannan Street pedestrian entrance to the building. This alternative would provide about 230,000 gross square feet (gsf) of office space, about 11,000 gsf less than the proposed project. Retail and parking would be the same as with the project.

By placing the two-story addition at a greater setback from Brannan Street, Alternative C would avoid the appearance of a substantial increase in height and mass that would occur with the proposed project, and would thereby eliminate the significant effect on historic architectural resources that would occur under the project. Retention of the Brannan Street parapet and minimal alteration of the main Brannan Street entrance would further reduce effects on historic architectural resources.

Other effects, including effects on traffic and transit, air quality and noise, land use and those related to the intensity of development (population, operational noise and air quality emissions, and demand for public utilities/services and energy) would be virtually the same as those of the proposed project, since the development program would be similar. Construction effects (archaeological resources, construction noise and air quality, and potential exposure to hazardous building materials and hazardous materials in the soil, if any) would be the same as those of the project. This alternative would have less visual impact than the project. As with the proposed project, these effects would not be significant, with mitigation.

A variant to Alternative C would increase the building height by about 2.5 feet, compared to the height of the proposed project and of this alternative, to permit unobstructed views from the third-story office windows, by raising the floor height of the third story. This would result in a building height of approximately 60.5 feet, compared to about 58 feet with the project and the main Alternative C. Effects of this variant would be generally the same as those of Alternative C, except that the addition would be somewhat more prominent with the increased height of the building, compared to the height with the alternative. However, even with the greater building height, the two-story addition would be substantially less prominent than with the proposed project because of the increased setbacks, and this variant would avoid the project's significant effect on historic architectural resources.

ALTERNATIVE D: SEISMIC UPGRADE, OFFICE-LIVE/WORK USE, NO REZONING

This alternative would include seismic upgrade in a manner similar to that proposed with the project, and in accordance with the City's Unreinforced Masonry Building Ordinance. It would add two stories, as would the project, and would remodel the existing building for office use, with the top floor converted to live/work space. Under this alternative, the building would be 55 feet tall, compared to 58 feet with the project. This alternative would not require rezoning to increase the height limit, as the SSO Use District permits an additional five feet beyond the existing 50-foot height limit, if the upper story is occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

Because this alternative would include less office space, it assumes that the lower level of the two-story addition would be built to the lot line on both the north (Brannan Street) and west facades. This alternative would require the owner of the building to the west of the project site to eliminate the windows that currently exist in the eastern facade of that building. The top floor, which would be in live-work use, would include setbacks similar to those proposed with the project, potentially with open space for tenants of the live-work units on the roof of the third office level.

This alternative would include a total of about 192,000 gross square feet (gsf) of office space, about 49,000 gsf less than with the project. Live-work space would total about 57,000 gsf, with about 48 units, each averaging about 1,200 gsf. Parking would be constructed in the basement in the same manner and number (270 spaces with valet operations) as with the proposed project, and this alternative would include a small cafe on the ground floor, as would the project.

Although the total gross floor area with this alternative would be about 2 percent greater than that with the proposed project, p.m. peak-hour trip generation would be about 4 percent less than with the project, because live-work units generate less traffic than office space, and effects on traffic and transit would be less than significant, as with the project. Secondary effects of traffic, such as generation of criteria air pollutants and traffic noise, would be incrementally less than with the project; as with the project, these effects would not be significant.

This alternative could have a greater effect on historic architectural resources than the proposed project, since it would result in construction of an additional story at the lot line. On the principal Brannan Street

frontage, this could result in somewhat greater diminution of the importance of the existing facade, and would be considered a significant effect, as with the project; design solutions could reduce the effect, although not necessarily to a less-than-significant level The Brannan Street parapet would be trimmed by about 2.5 feet, as with the project.

On-site office employment would be less than with the project, but this alternative would result in persons living in the 475 Brannan Street building, which would not occur under the project. The overall intensity of use would be comparable. Because the site is within an area that includes both office and live-work uses, this alternative would not be incompatible with existing nearby uses.

Because the overall nature and intensity of development would be similar to that of the project, other effects would be similar to those of the proposed project, including effects on visual quality, utilities/public services, biology, geology/topography, water, energy, hazards, and archaeological resources, and effects of construction on noise and air quality. As with the proposed project, these effects would be less than significant, with mitigation.

E. ALTERNATIVE E: SEISMIC UPGRADE, NEW CONSTRUCTION, LIVE-WORK USE, NO REZONING

This alternative would involve a similar construction program to that proposed for the project, but the entire building, including the existing building plus the two-story addition, would be devoted to live/work lofts. There would be no office or retail space, and no freight loading dock. Under this alternative, the building would be 55 feet tall, compared to 58 feet with the project. This alternative would not require rezoning to increase the height limit, as the SSO Use District permits an additional five feet beyond the existing 50-foot height limit, if the upper story is occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

This alternative would include about 200 live/work units, averaging about 1,200 square feet each. About 7,300 square feet of usable open space would provided, as required by Planning Code Section 818.06, in a combination of balconies and rooftop decks. Parking would be provided in the basement, as with the project (270 spaces with valet operations).

This alternative would have similar effects on historic architectural resources as would the proposed project, since the height and mass of the two-story addition would be similar. The Brannan Street parapet would be trimmed by about 2.5 feet, as with the project. Specific design features, including treatment of the Brannan Street pedestrian entrance, could differ from that proposed with the project.

Trip generation in the p.m. peak-hour would be about 33 percent less than with the project, and effects on traffic and transit would be less than significant, as with the project. Secondary effects of traffic, such as generation of criteria air pollutants and traffic noise, would also be less than with the project; as with the project, these effects would not be significant.

This alternative would not include any office employment, but occupants of the live/work units would work there; employment would likely be less than with the project. As with the project, this alternative would not be incompatible with existing nearby uses. Other effects related to physical development of this alternative (visual quality, biology, geology/topography, water, energy, hazards, and archaeological resources, and effects of construction on noise and air quality) would be similar to those of the project, since the building program would be similar; demand for utilities/public services could be incrementally greater. As with the proposed project, these effects would be less than significant, with mitigation.

CHAPTER II
PROJECT DESCRIPTION

A. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site is in the South of Market area of San Francisco, on the south side of Brannan Street, between Third and Fourth Streets (see Figure 1).[2] The approximately 81,200-square-foot site consists of Lot 31 of Assessor's Block 3787, and is currently occupied by a two-story office structure, originally constructed as a warehouse.

The preferred project would renovate, seismically strengthen, and expand the existing building by construction of a two-story addition that would increase the height of the existing building by approximately 23 feet, measured to the roof, from approximately 35 feet to approximately 58 feet. Measured from the existing parapet to the proposed parapet, which is the height apparent to observers from Brannan Street, the increase would be just over 19 feet, from about 39.25 feet to about 58.5 feet. The project sponsor intends that the renovated and expanded building provide office space for businesses in the information technology fields, potentially including multimedia, software and internet-related firms.

The project would increase the gross floor area of the building from approximately 213,000 gross square feet (gsf) to about 243,500 gsf.[3] Office space would increase from about 180,000 gsf (the remainder of the building is used for records storage) to about 241,000 gsf.[4] The ground floor would include an approximately 2,500-gsf retail storefront, which would replace one of two existing freight loading doors. This storefront could be occupied by a daytime specialty coffee and sandwich shop (serving food prepared off-site). The sponsor would provide an outdoor seating area of about 400 square feet in an adjacent private alley outside the retail storefront, intended to meet the project's Planning Code requirement for publicly accessible open space, pursuant to Planning Code Sec. 135.3. In addition, the project would include an interior ground-floor private courtyard of approximately 7,400 square feet,

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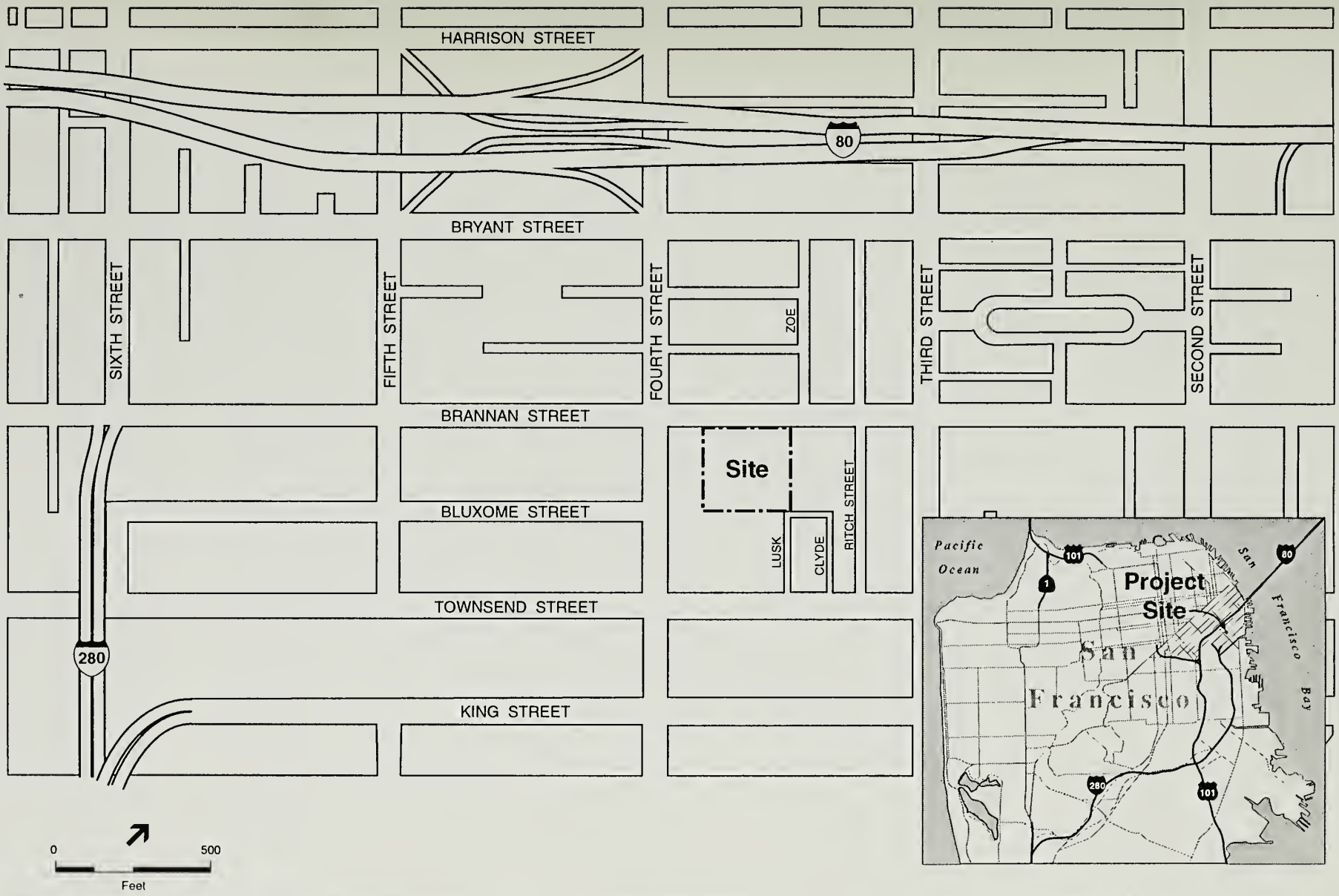
[2] For descriptive purposes, Brannan Street is considered to run east-west, forming the project site's northern boundary, and Third and Fourth Streets are considered to run north-south.

[3] Gross floor area is the area of the building applicable to floor area ratio (FAR) calculations and is also used in the calculation of permitted office space under Sections 321 and 322 of the Planning Code (Office Development Annual Limit). Gross floor area excludes certain portions of the building, such as accessory parking and loading space, and mechanical and building storage space. Total gross square footage would increase from about 213,000 square feet to about 314,500 square feet.

[4] The existing gross floor area is based on the use by Southern Pacific Transportation Company of 180,000 gsf of office space at the time that the project application was filed.



SOURCE: Environmental Science Associates

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 1
Project Location

which would be open to the sky as a four-story east-west trending light well in the western half of the building (see Figure 2).

The two-story addition would be set back about 10 feet from the north (Brannan Street) property line, and about 20 feet from the west property line, where the project site adjoins a site occupied by a live/work loft building at 601 Fourth Street (see Figure 3, p. 18).

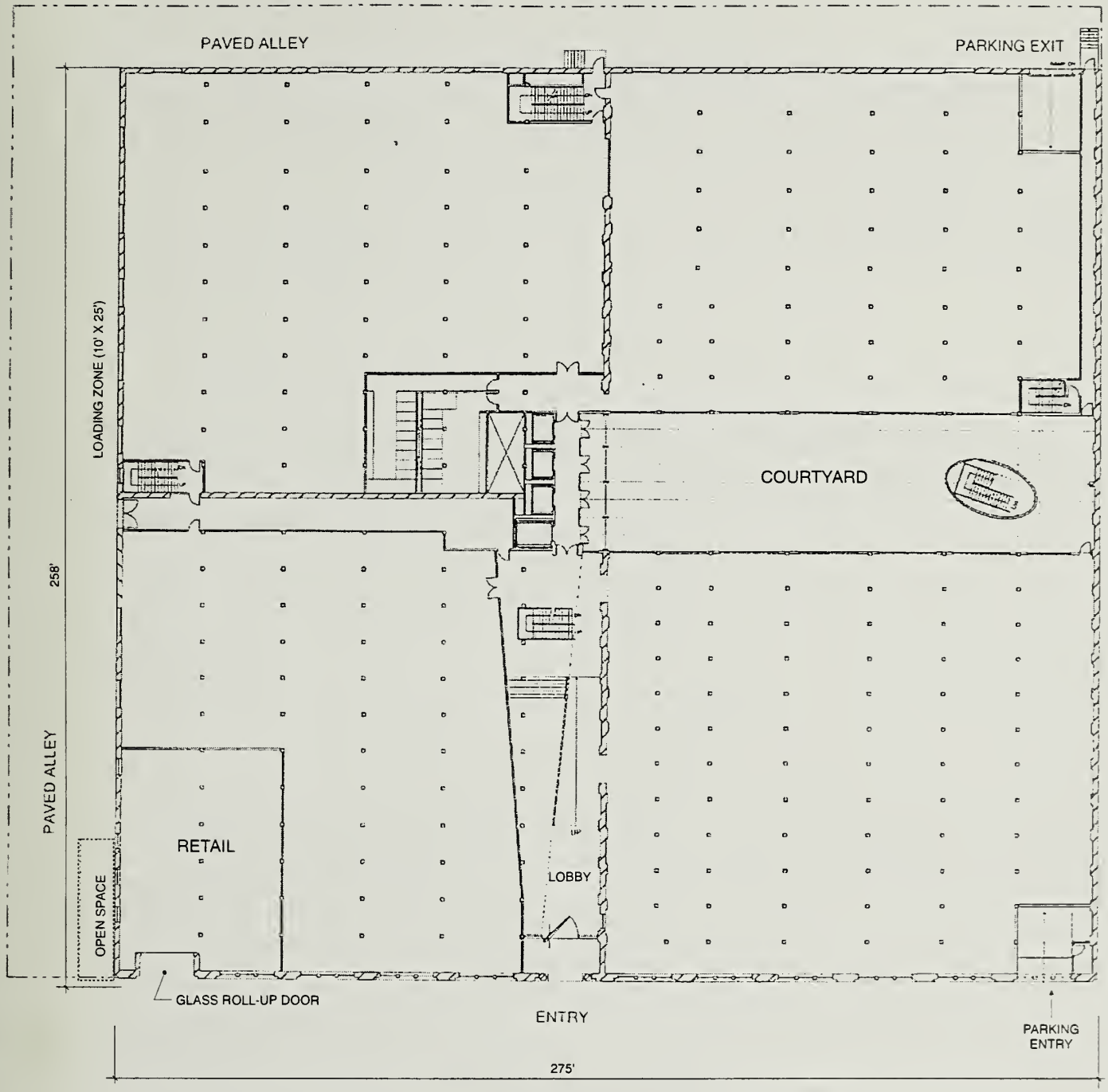
The existing two-story-plus-basement building is constructed of unreinforced masonry (brick) walls with a heavy timber frame and floors. The proposed addition would be finished with industrial-style corrugated and galvanized sheet metal. The principal Brannan Street facade of the addition would have single-story horizontally oriented, aluminum sash windows, with walls alternately vertical, canted forward, and canted backward (see Figure 4, p. 19). As part of the project, the sponsor proposes to reduce the height of the existing parapet on the Brannan Street frontage from 6.5 feet to 4 feet to provide views from the third-floor windows of the addition while minimizing the height of the proposed building and allowing for reuse of the existing timber columns on the second floor. (Without trimming the parapet, the third-floor sash would have to be about 2.5 feet higher, and the overall height of the building would increase accordingly, compared to that proposed. This would require replacing the timber columns.)

The primary pedestrian entrance would remain on Brannan Street. The project would retain the existing columns flanking the entrance, but would replace the existing entablature above the columns (over the doorway) with a contemporary awning. Other changes to the principal facade, in addition to trimming the parapet, would include installation of decorative lighting fixtures in the spandrels between the first- and second-story windows, and installation of lettering with the building's name above the existing cornice. The two existing freight-loading doors on Brannan Street would be removed.

The existing entrance stairs up from the street would be replaced with a deeply recessed entrance including stairs and a wheelchair ramp. This entry way would lead to an elevator lobby in the center of the ground floor. Emergency pedestrian exit doorways would be provided in the east and south building facades.

The existing 71,100-gsf basement would be converted to a parking garage for about 160 vehicles (if independently accessible), including seven disabled-accessible spaces. A minimum of eight bicycle parking spaces would be provided. The sponsor proposes to operate the parking garage with valet parking, to provide about 270 spaces, most of which would be available to building tenants and other users on a monthly basis.

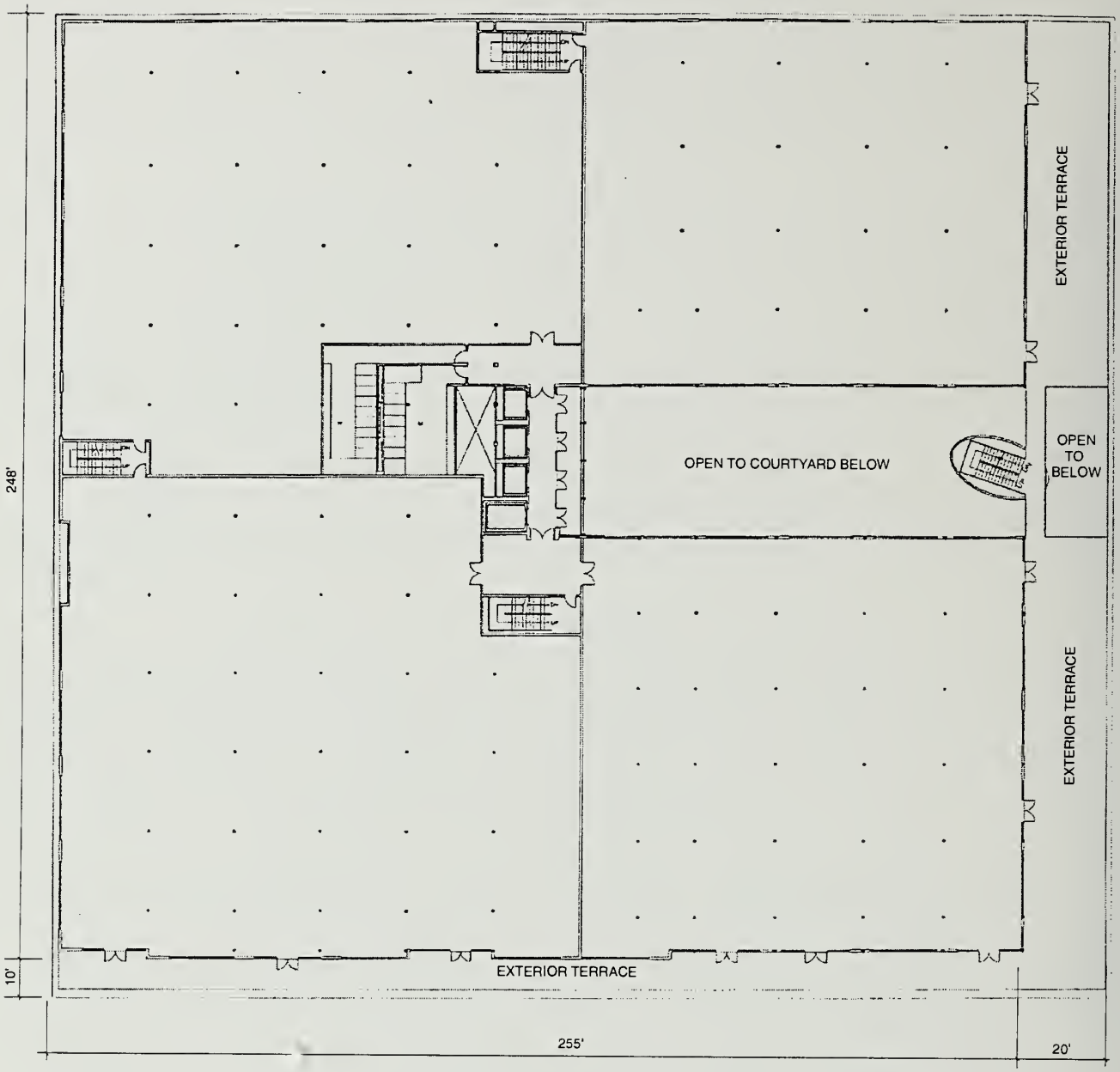
Access to the basement parking garage would be from Brannan Street, via a new driveway and ramp at the west end of the project's Brannan Street (north) frontage. The garage exit would be through a similar new ramp and driveway at the west end of the project's rear frontage, where the project site includes a 16.5-foot-wide strip of land that is currently a paved, privately owned alley used for surface parking.

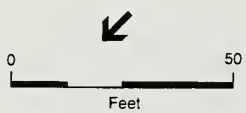


SOURCE: PFAU Architecture

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 2
Ground Floor Plan





SOURCE: PFAU Architecture

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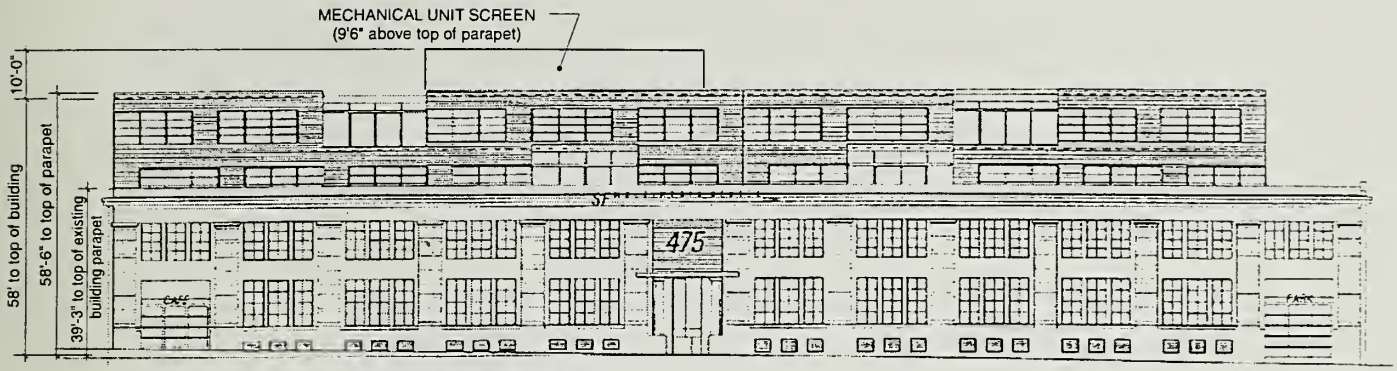
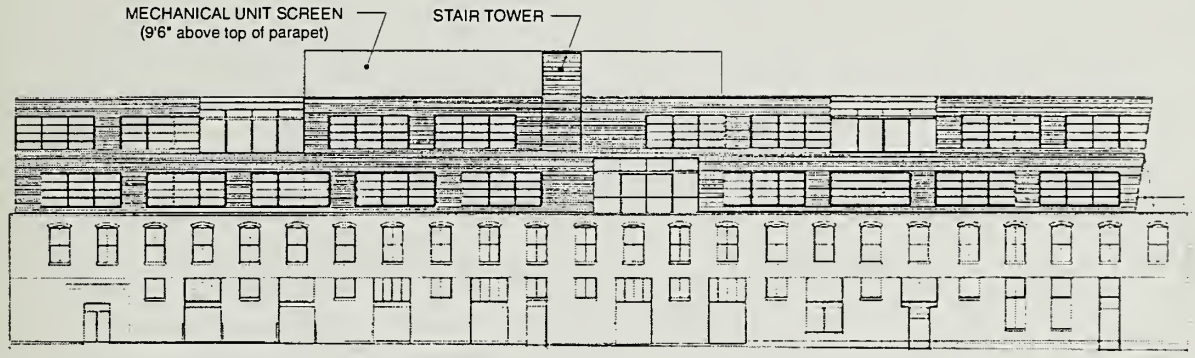
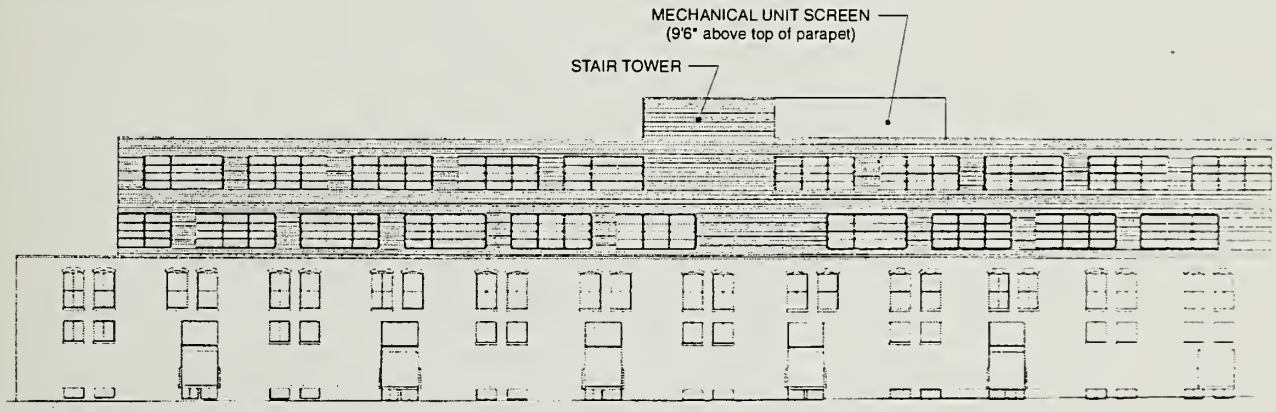
Figure 3
Third Floor Plan
(Proposed Two-story Addition)



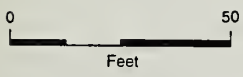
NORTH (BRANNAN STREET) ELEVATION



EAST ELEVATION



SOUTH (REAR) ELEVATION



SOURCE: PFAU Architecture

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Figure 4
Proposed Building Elevations

This alley connects, via an 11½-foot-wide portion of the project's southern property line, to Lusk Street, an existing street that would provide access to Townsend Street for vehicles departing the garage. The rear alley also connects to an existing 30-foot paved, privately owned alley between the building and the eastern property line, which would provide access to Brannan Street for departing vehicles (see Figure 5).

The existing building, constructed in 1908, has a "B" rating from the Foundation for San Francisco's Architectural Heritage, and was rated "1" in the 1976 Department of City Planning survey of architectural resources. It is designated a Significant Structure in the South of Market Plan.

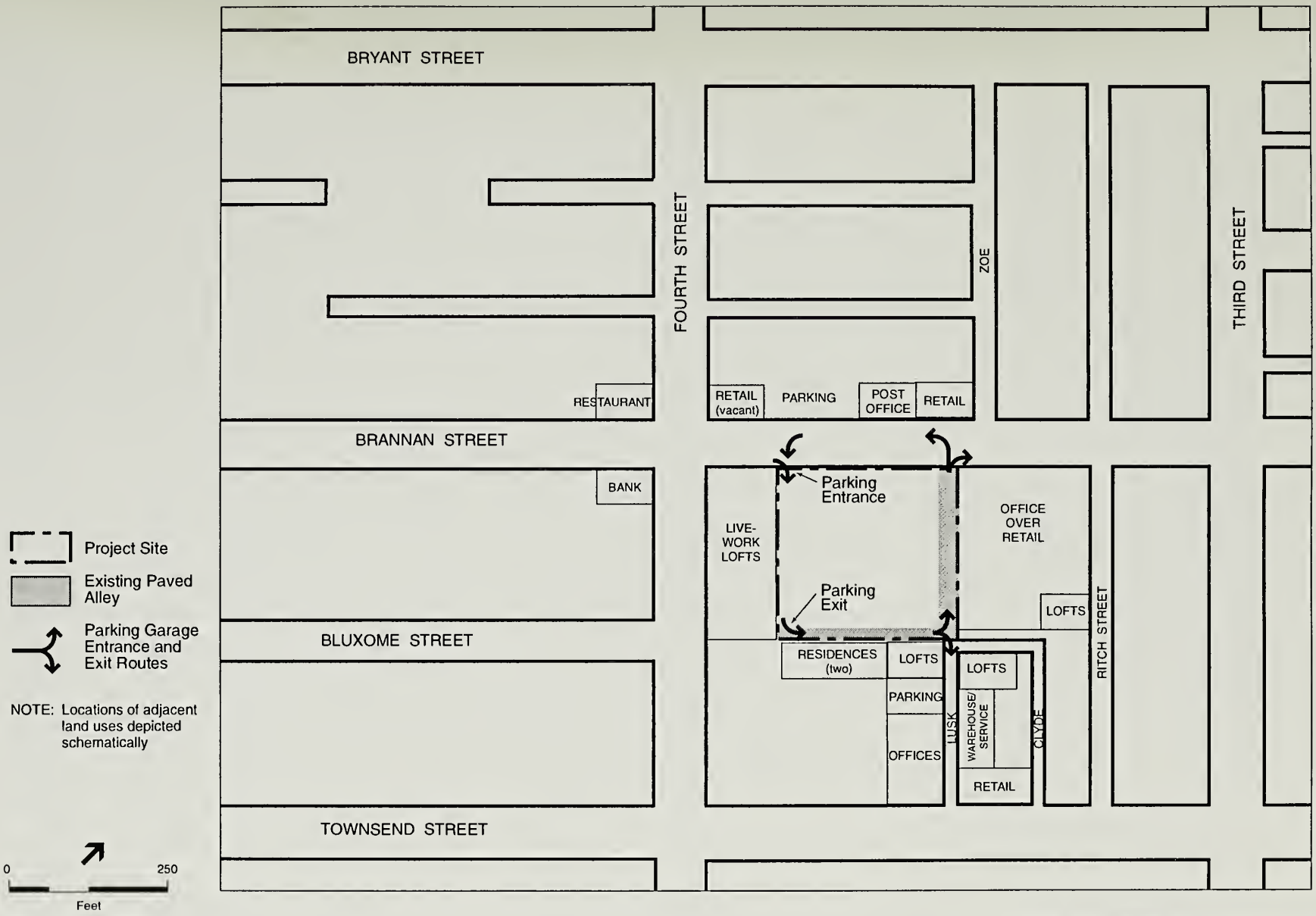
The existing building provides 22 outdoor parking spaces adjacent to the east side of the building and two enclosed freight loading spaces. These parking and loading spaces would be eliminated with the project. The project sponsor currently leases an additional approximately 35 parking spaces in a surface lot across Brannan Street, and this arrangement will be terminated in September 1998 when the most recent tenant, Southern Pacific Transportation Company, vacated the building. Two new off-street loading spaces would be provided adjacent to a new loading dock constructed on the east side of the building and accessible from Brannan Street via the 30-foot private side alley. Table 1, p. 22, provides a summary of project characteristics.

The easterly of the two existing freight loading doors would be converted to the retail storefront described above, with a glass roll-up door installed in place of the existing metal door. The second existing loading door, now in the third bay from the western building line, would be removed and its opening filled in with brick. In its place, an opening would be created in the westernmost bay that would serve as the entrance to the basement parking garage.

The project would include seismic strengthening in accordance with Section 4303.2 of the San Francisco Building Code, and the retrofit program would exceed the requirements of the City's Unreinforced Masonry Building Ordinance. The existing spread footing foundation would be retained. Twenty-two footings would require underpinning. Approximately 960 cubic yards of soil would be excavated for drilled caissons (piers), to a depth of about 60 feet. Nine new foundations would be installed for seismic bracing. Approximately 2,280 cubic yards would be excavated for the new foundations, to a depth of up to about 6 feet. No pile driving is proposed. Total excavation would be approximately 3,240 cubic yards.

The existing building covers about 88 percent of the lot. With the proposed setbacks, the addition would cover about 89 percent of the building, or approximately 78 percent of the lot. A 10-foot tall screen, set back about 90 feet from the Brannan Street wall of the addition, would enclose rooftop mechanical equipment.

The project site is within a SSO (Service-Secondary Office) Use District. Office is a principal permitted use in the SSO district. The project site is within a 50-X Height and Bulk District (50-foot maximum



SOURCE: Environmental Science Associates

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 5
Parking Access Routes and Adjacent Land Uses

TABLE 1
PROJECT CHARACTERISTICS

Proposed Project		Existing Building		Project Total		Project Net New	
Proposed Use	**Amount**	**GSF[a]**	**GFA[b]**	**GSF[a]**	**GFA[b]**	**GSF[a]**	**GFA[b]**
Office	4 stories	180,000	180,000	241,000	241,000	61,000	61,000
Retail	Partial story			2,500	2,500	2,500	2,500
Parking	160 spaces[c]			71,000	0	71,000	0
Loading[d]	2 spaces			0	0	0	0
Storage	N/A	33,000	33,000	0	0	(33,000)	(33,000)
TOTAL	--	213,000	213,000	314,500	243,500	101,500	30,500

Building Height[e,f] 58 feet

Site area 81,200 sq. ft.
Floor area ratio 3.0:1

[a] Gross Square Feet
[b] Gross Floor Area, in gross square feet. Gross floor area excludes certain portions of the building, including accessory parking and loading space, mechanical and building storage space, and ground-floor lobby space.
[c] Approximately 270 parking spaces would be provided with valet parking operations.
[d] Exterior loading zone.
[e] Height indicated is without parapet; Planning Code Sec. 260(b)(2)(A) excludes parapets up to four feet in height from height limits.
[f] Excludes 10-foot mechanical penthouse screen

height limit, no bulk limit), and the project would require a rezoning of the existing 50-foot height limit to 65 feet to permit construction of the 58-foot-tall project. The rezoning must be approved by the Planning Commission and the Board of Supervisors. The project floor-area ratio (FAR) of 3.0:1 would be within the permitted FAR of 3.0:1 in the SSO district with the existing 50-foot height limit, as well as the permitted FAR of 4.0:1 within the SSO district with the proposed 65-foot height limit.

Project construction would take about 11 months, with occupancy planned for late 1999. Construction cost is estimated at $20 million (1997 dollars). The project architect is Pfau Architecture.

B. PROJECT SPONSOR'S OBJECTIVES

The project sponsor's objectives are:

- To seismicially upgrade the unreinforced masonry building and to comply with all building codes and the access requirement of the Americans with Disabilities Act.

- To provide affordable, additional office space specifically targeted to meet the needs of the multimedia industry, including the provision of large floor plates, tall floor-to-floor ratios, extensive windows and natural lighting, and state-of-the-art internal technical capacities.

- To enhance the identity of the neighborhood as "Multimedia Gulch."

- To reduce the existing parking deficit for the building, to provide adequate on-site parking for multimedia tenants, and to make available surplus parking for patrons of the Giants Ballpark and nearby buildings already converted to or proposed for conversion to use by the multimedia industry.

- To rehabilitate the existing building for modern use with an addition that respects the architectural character of the surrounding neighborhood while reflecting the contemporary market identity of the area as Multimedia Gulch.

C. VARIANT TO THE PROPOSED PROJECT

Although not the project sponsor's preferred project, a variant is under consideration that would involve demolition of the existing 475 Brannan building and its replacement with a new 55-foot-tall office and live/work structure. This alternative would not require rezoning to increase the height limit, as the SSO Use District permits an additional five feet beyond the existing 50-foot height limit, if the upper story is occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

This variant would construct a new four-story building that would contain approximately 243,500 gross square feet (gsf), the same square footage as the proposed project. Office square footage would total about 201,000 gsf, about 40,000 gsf less than with the project. Live-work space would total about 42,500 gsf, with about 35 units, each averaging about 1,200 gsf. This variant would include a new basement parking level in place of the existing basement, with additional excavation to bring this level to the same grade across the entire site; the same number of parking spaces would be provided (270 spaces with valet operations) as with the proposed project. Two off-street freight loading spaces would be provided adjacent to the building, either on the east or the south. Like the project, this variant would include a small cafe on the ground floor; open space would be provided adjacent to the cafe. With the increase in excavation required, up to about 5,000 cubic yards would be removed. The three office stories, and potentially the fourth (live/work) floor would be constructed to the lot line on Brannan Street and potentially on other frontages, except where open space and freight loading spaces would be provided adjacent to the building on the east and, possibly, south frontages. Approximately 1,260 square feet of usable open space would be provided, as required by Planning Code Section 818.06, in a combination of balconies and rooftop decks.

This variant would be consistent with most of the project sponsor's objectives, concerning provision of modern office space for the multimedia industry with secure parking and adequately sized floor plates and windows. It would not preserve the existing building.

Because this variant would include less office space than the preferred project, the third level of the four-story building would be built to the lot line on both the north (Brannan Street) and west facades; accordingly, the owner of the live/work building to the west of the project site would be required to eliminate the windows that currently exist in the eastern facade of that building. Under this variant, the top floor of the project building, which would be in live/work use, would include setbacks similar to those proposed with the preferred project, potentially with open space for tenants of the live/work units on the roof of the third office level.

This EIR identifies potential impacts of this variant on historic architectural resources and those related to transportation. Other effects of this variant would be similar to those described for Alternative D, p. 63, since the development program for this variant and Alternative D would be similar.

In this EIR, "the project," unless otherwise specified, refers to the sponsor's preferred project, described above in Section II.A.

D. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN POLICIES

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the City Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses document. The EIR will be revised as appropriate and presented to the City Planning Commission for certification as to accuracy, objectivity, and completeness. Certification of the EIR may be appealed to the Board of Supervisors. No approvals or permits may be issued before the Final EIR is certified.

The proposed project would require demolition and building permits from the Department of Building Inspection.

As an office project, the project would be subject to various applicable sections of the Planning Code, including provision of a transportation demand management program and transportation brokerage services (Sec. 163; applicable to office projects of more than 25,000 sq. ft. of net new office space in an SSO District); the Office Affordable Housing Production Program (Sec. 313ff; applicable to office projects of more than 25,000 sq. ft. of net new office space); and provision of child care facilities (Sec. 314ff; applicable to office projects of more than 50,000 sq. ft. of net new office space). In addition, the project would be subject to the regulations concerning the annual limit on office construction (Secs. 321 and 322).[5] The project would require building permits, which would require review and approval by the Planning Department and Department of Building Inspection.

[5] The project would be subject to the Office Growth Limitation Ordinance (Ord. No. 414-85, as amended by Proposition M).

Environmental plans and policies, like the *'97 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the *California Environmental Quality Act* (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the City Planning Commission under Planning Code Section 321 will contain the analysis determining whether the project is in conformance with the Priority Policies.

The City and County of San Francisco General Plan provides general policies and objectives to guide land use decisions. The proposed project is within that part of San Francisco covered by the South of Market Plan, an area plan contained within the General Plan. In general, potential conflicts with the General Plan are considered by the decisions-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. Some of the key objectives and policies are noted here.

COMMERCE AND INDUSTRY ELEMENT

- Objective 1, Policy 1, to "Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."

- Objective 1, Policy 3, to "Locate commercial and industrial activities according to a generalized commercial and industrial plan."

- Objective 2, Policy 1, to "Seek to retain existing commercial activity and to attract new such activity to the city."

- Objective 3, Policy 4, to "Assist newly emerging economic activities."

TRANSPORTATION ELEMENT

- Policy 7.1, to "Reserve a majority of the off-street parking spaces at the periphery of downtown for short term parking."

- Objective 16, to "Develop and implement programs that will efficiently manage the supply of parking at employment centers throughout the city so as to discourage single-occupancy ridership and encourage ridesharing, transit and other alternatives to the single-occupant automobile."

- Policy 16.3, to "Reduce parking demand through the provision of incentives for the use of carpools and vanpools at new and existing parking facilities throughout the City.

- Policy 16.4, to "Manage parking demand through appropriate pricing policies including the use of premium rates near employment centers well-served by transit, walking and bicycling, and progressive rate structures to encourage turnover and the efficient use of parking.

- Policy 16.5, to "Reduce parking demand through limiting the absolute amount of spaces and prioritizing the spaces for short-term and ride-share uses."

- Policy 17.1, to "Discourage the provision of new long-term parking downtown and near major employment centers."

- Policy 17.2, to "Encourage collaboration and cooperation between property owners and developers to allow for the most efficient use of existing and new parking facilities."

- Objective 20, to "Give first priority to improving transit service throughout the City, providing a convenient and efficient system as a preferable alternative to automobile use."

- Objective 28.1, to "Provide secure bicycle parking in new governmental, commercial, and residential developments."

- Objective 30, to "Ensure that the provision of new or enlarged parking facilities does not adversely affect the livability and desirability of the City and its various neighborhoods."

- Policy 30.1, to "Assure that new or enlarged parking facilities meet need, locational and design criteria."

- Policy 30.3, to "Maximize the efficient use of land devoted to parking by consolidating adjacent surface lots and garages into a parking structure, possibly containing residential commercial or other uses."

- Policy 30.5, to "In any large development, allocate a portion of the provided off-street parking spaces for compact automobiles, vanpools, bicycles and motorcycles commensurate with standards that are, at a minimum, representative of their proportion of the city's vehicle population."

- Policy 30.6, to "Make existing and new accessory parking available to nearby residents and the general public for use as short-term or evening parking when not being utilized by the business or institution to which it is accessory."

URBAN DESIGN ELEMENT

- Objective 2, Policy 4, to "Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with the environment."

- Objective 2, Policy 5, to "Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings."

COMMUNITY SAFETY ELEMENT

- Objective 2, to "Reduce structural and non-structural hazards to life safety, minimize property damage and resulting social, cultural, and economic dislocations resulting from future disasters."

- Policy 2.8, to "Preserve, consistent with life safety considerations, the architectural character of buildings and structures important to the unique visual image of San Francisco, and increase the likelihood that architecturally and historically valuable structures will survive future earthquakes."

SOUTH OF MARKET AREA PLAN

- Objective 1, Policy 4, to "Provide sufficient land and building area to accommodate the reasonable growth and expansion of the South of Market's diverse economic activities."

- Objective 5, to "Minimize the impact on the livability of the area of auto traffic through and to/from the South of Market."

- Objective 5, Policy 4, to "Provide adequate parking and loading resources for new South of Market residential and business development."

- Objective 7, Policy 1, to "Establish height and building intensity limits for new development which would preserve the existing scale and strengthen the physical form of areas appropriate for new development, enhance the character of adjacent landmark buildings, maintain sun exposure to open space resources, and preserve view corridors."

- Objective 7, Policy 2, to "Preserve the architectural character and identity of South of Market residential and commercial/industrial buildings."

- Objective 7, Policy 4, to "Preserve individual architecturally and/or historically significant buildings which contribute to the area's identity, give visual orientation, and which impart a sense of continuity with San Francisco's past."

- Objective 1, Policy 2, to "Facilitate the preservation of and promote the development of affordable 'live/work' loft studio space." (Office-live/work variant only)

CHAPTER III
ENVIRONMENTAL SETTING AND IMPACTS

A. ZONING AND LAND USE

ZONING

SETTING

The project site is within a SSO (Service-Secondary Office) Use District. The Planning Code (Section 818) states that the SSO District "is designed primarily to accommodate small-scale light industrial, home and business services, arts activities, live/work units, and small-scale professional office space and large-floor-plate 'back office' space for sales and clerical work forces. . . . Office, general commercial, most retail, service and light industrial uses are principal permitted uses." The project site is within a 50-X Height and Bulk District (50-foot maximum height limit, no bulk limit).

Zoning in the vicinity is SSO (Service/Secondary Office) to the west and SLI (Service/Light Industry) to the north, east and south. One block south is a MB-O (Mission Bay Office) district, which includes the Caltrain station.[6] The SPD (South Park District) is to the northeast. To the north is a P (Public Use) District containing the I-80 skyway, and other smaller P districts are also nearby, including South Park itself. A C-3-S (Downtown Support) use district extends to within three blocks north of the site, at Fourth and Folsom Streets. The height limit in the vicinity is generally 50 feet, although there is a 65-foot height limit on the southern portion of the project block. The height limit is 110 feet in the MB-O district, one block south, and 340 feet in the C-3-S district, three blocks north.

IMPACTS

The preferred project would require a rezoning to a height limit of 65 feet to permit construction of the 58-foot-tall project. The rezoning must be approved by the Planning Commission and the Board of Supervisors. If the rezoning were approved, the project, with a floor area ratio of 3.0:1, would be within the 4.0:1 floor area ratio of an SSO district with a 65-foot height limit.[7] The proposed rezoning would expand an existing 65-X height and bulk district that covers the southern half of the block containing the

[6] Part of this area, between Third and Fourth Streets, is proposed for rezoning to "Mission Bay North Retail" as part of a redevelopment project currently undergoing review. This use district would permit retail, entertainment and residential uses. A Draft EIR has been published for the project (Planning Department Case No. 96.771E, Redevelopment Agency Case No. ER 919-97).

[7] The permitted FAR is 3.0:1 in an SSO district with a 50-foot height limit. As the project would have a FAR of 3.0:1, rezoning is not needed to permit the project FAR.

project site and extends between Bluxome and Townsend Streets, from Third Street west to Eighth Street. The remainder of the project vicinity is generally within a 50-X height and bulk district, with the exception of the northwestern portion of the block bounded by Fifth, Brannan, Fourth, and Townsend Streets, which is within a 65-X height and bulk district.

For the office-live/work variant, the project would not require rezoning, as the SSO Use District permits an additional five feet beyond the existing 50-foot height limit, if the upper story is occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

LAND USE

The Initial Study concluded that the project would not have adverse land use impacts. Land use information is included in the EIR for informational purposes, to orient the reader.

Land uses adjacent to and near the project site are a mixture of office, retail, warehouse, service and light industrial uses and newer residential and live/work developments (see Figure 5, p. 21). West of the site is a live/work development containing 85 loft-style units in a former warehouse at 601 Fourth Street. Immediately south of the site are two buildings containing live/work lofts – one on either side of Lusk Street – and two new single-family homes, which are accessible from a driveway on a former railroad right-of-way that extends from Fourth and Townsend Streets. Retail, wholesale, and office uses are farther south on the project block. Smaller office, retail (including "outlet" stores) and wholesale uses and light manufacturing are to the east and southeast on the block, along with several new loft-style live/work units. Across Brannan Street to the north are retail and service uses, a former bank (now vacant) with surface parking, and a U.S. Post Office. The Caltrain San Francisco Terminal is one block southwest, at Fourth and Townsend Streets. The new Pacific Bell Park (Giants' baseball park) is under construction at Third and King Streets, three blocks southeast of the site. The Interstate 80 skyway is one and one-half blocks north, with on- and off-ramps at Fourth and Fifth Streets and Bryant (eastbound) and Harrison (westbound). On- and off-ramps for the Interstate 280 freeway are west of the site, at Sixth and Brannan Streets, and southwest of the site, on King Street west of Fifth Street.

The project, a continuation and expansion of office use on the site, would be compatible with existing nearby uses. The South of Market Plan notes that office uses tend to be able to command higher rents than many industrial and service uses, and therefore designates relatively small areas at the southern and eastern portions of the South of Market Plan area as being acceptable for future office development. As implemented by the Planning Code, these areas are designated SSO Use Districts. The project site is within an area identified in both the South of Market Plan and the Planning Code as acceptable for office use.

Similarly, the office-live/work variant would include a continuation of office use on the site and the addition of top floor live/work units, which would be compatible with other live/work projects in the vicinity, including the adjacent building at 601 Fourth Street.

B. HISTORIC ARCHITECTURAL RESOURCES

SETTING

RATING BUILDINGS OF ARCHITECTURAL AND HISTORIC IMPORTANCE

Between 1974 and 1976, the San Francisco Planning Department conducted a citywide survey of architecturally "significant"[8] buildings, rating approximately the best 10 percent of San Francisco's buildings. The inventory assessed the architectural importance of the surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included, but historical associations were not considered. Each building was given two numerical ratings, one for architectural quality and one for overall architectural significance, urban design context, and environment significance. (The latter rating is most commonly referred to.) The ratings ranged from a low of "0" to a high of "5." 'In the estimation of the inventory participants, buildings rated "3" or higher represent approximately the best two percent of the City's architecture. The 475 Brannan Street building site was rated "1" in the 1976 citywide survey.

The South of Market Plan,[9] an area plan within the San Francisco General Plan, includes Objective 7, Policy 4, which states, "Preserve individual architecturally and/or historically significant buildings which contribute to the area's identity, give visual orientation, and which impart a sense of continuity with San Francisco's past." Approximately 30 such structures, including 475 Brannan Street, " are designated "Significant Buildings" in the Plan. The Plan states that these buildings "should be considered for designation as City landmarks." However, none of the Significant Buildings in the South of Market Plan have been designated City landmarks. The Plan also identified a proposed historic district, since adopted under Article 10 of the Planning Code as the South End Historic District, which occupies all or part of seven blocks (including a portion of the project block) to the north and east of the project site. The 475 Brannan building is not within the South End Historic District.

The Foundation for San Francisco's Architectural Heritage surveyed structures in the greater downtown area, including the South of Market District. The Heritage survey employed 13 rating categories in four headings that are based on criteria of the National Trust for Historic Preservation: architecture, history, environment and integrity;[10] these same categories were later adopted for the survey conducted in the development of San Francisco's Downtown Plan.

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[8] The word significant in the context of historic architectural resources denotes a resource's importance, in that context, and is differentiated it from its use in the context of CEQA review, where it denotes an effect that constitutes a substantial adverse change in the environment.

[9] The South of Market Plan has not been adopted by the San Francisco Board of Supervisors.

[10] The 13 categories are essentially those used by the Foundation for San Francisco's Architectural Heritage in its book *Splendid Survivors:* Architecture (Style, Construction, Age, Architect, Design, Interior); History (Person, Event, Patterns); Environment (Continuity, Setting, Landmark); and Integrity.

The particular form of the Heritage survey was based on a model put forth by Harold Kalman in his book *The Evaluation of Historic Buildings, A Manual,* published by the Canadian government in 1978. Summary ratings from "A" to "D" were assigned to each building on the basis of evaluation in the 13 rating categories, with "A" representing buildings of Highest Importance. "B"-rated buildings are of Major Importance, "C"-rated buildings are of Contextual Importance, and "D"-rated structures are of Minor or No Importance. Buildings not rated by Heritage are those that have been built or suffered insensitive exterior remodelings since 1945. The 475 Brannan Street building on the project site was rated "B – Major Importance." In *Splendid Survivors*, a 1979 book that profiled San Francisco's downtown architecture, Heritage described "B"-rated buildings as follows:

> B. Major Importance. Buildings which are of individual importance by virtue of architectural, historical, and environmental criteria. These buildings tend to stand out for their overall quality rather than for any particular outstanding characteristics. B-group buildings are eligible for the National Register, and of secondary priority for City Landmark status.

The 475 Brannan Street building is not profiled in *Splendid Survivors.*

UNREINFORCED MASONRY BUILDING ORDINANCE

In 1993, the City adopted the Unreinforced Masonry Building (UMB) Seismic Retrofit Program with the primary goal of reducing earthquake-related life safety hazards associated with the approximately 2,100 UMBs in San Francisco. Among the other goals of the program is protection and retention of existing UMBs with architectural merit. The program includes adoption of Architectural Guidelines for retrofit of UMBs.

The San Francisco Department of Building Inspection has compiled a list of approximately 2,070 unreinforced masonry buildings (UMBs) in the City. Of these, about 1,650 are subject to the Unreinforced Masonry Building Ordinance, which was passed in 1992, and which requires that these buildings be seismically strengthened by a deadline (from 1997 to 2006) that is based on the "risk level" to which each building is assigned. Of the 1,650 buildings, about 300 have been upgraded and another 335 have been granted permits. Upgrading plans for about 110 additional buildings are under review by the Department of Building Inspection. Fifteen buildings have received extensions of time for compliance. Nearly 900 UMBs await action under the ordinance.[11] About 55 buildings have been demolished.

[11] The remaining 369 UMBs are exempt from the ordinance for varying reasons: 108 were strengthened prior to adoption of the ordinance; 65 are residential buildings of fewer than five units; 15 are subject to the separate provisions of the Field Act, which governs public school facilities; and 181 buildings on the Department of Building Inspection list of UMBs have been determined to consist of brick infill within steel or concrete frame walls. Information current as of February 28, 1998, as provided by Major & UMB Plan Check Division, San Francisco Department of Building Inspection.

The 475 Brannan Street building falls within Risk Level 2, meaning that retrofit was to be completed by February 15, 1998. An application to perform the work was filed in 1996, but no retrofit was completed because the building is proposed for seismic strengthening, in compliance with the UMB Ordinance, as part of the proposed expansion project.

PROJECT SITE[12]

Building History

The existing 475 Brannan Street building is an unreinforced brick two-story-plus-basement structure characteristic of warehouse buildings constructed on and near the San Francisco waterfront, both north and south of Market Streets, beginning as early as the 1850s and continuing into the 20th century. These buildings are typically between two and six stories in height, with heavy brick walls, heavy timber columns and beams, and strong flooring, and generally have restrained ornamentation that is classically derived. Numerous other examples are found within the nearby South End Historic District. The completion of the transcontinental railroad in 1869, the 1906 earthquake and fire, and the opening of the Panama Canal in 1914 all increased demand for warehouse space in the South of Market area.

The 475 Brannan building was constructed by the Samuel Lachman Estate in 1907-1908 for the Baker & Hamilton Company, a leading distributor of hardware and agricultural implements. The firm began in 1848 in the Sierra foothills, supplying hardware and mining equipment to Forty-Niners during the Gold Rush. Livingston L. Baker and Robert Hamilton joined the firm shortly thereafter and moved with the founder, James L.L.F. Warren, to Sacramento in 1850. Baker and Hamilton bought out Warren in 1853 and attached their names to the company.

Baker & Hamilton established a San Francisco office in 1866 at Pine, Market and Davis Streets. That four-story office and warehouse building was destroyed in the 1906 earthquake and fire. Construction began the next year on the 475 Brannan building, on the site of what had been the California Wine Association building. That building had been destroyed in the earthquake and fire. Baker & Hamilton occupied 475 Brannan for 10 years, moving to larger quarters at Seventh and Townsend Streets in 1918 after merging with Pacific Hardware & Steel Company. (That building, 700 Seventh Street, is now Baker Hamilton Square, housing a collection of retail furniture and furnishings stores, along with offices and storage, and is an official City Landmark (No. 193) under Article 10 of the Planning Code.)

Samuel Lachman, whose estate constructed 475 Brannan for Baker & Hamilton, was a San Francisco merchant who arrived from Prussia in 1850. Lachman was an early authority on California wines and one of the first to market California wines to the eastern United States.

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[12] Information on the history and architecture of the existing buildings is excerpted from a Historic Resources Study prepared by Page & Turnbull, Inc. A copy of this assessment is available for public review in the project case file at the San Francisco Planning Department, 1660 Mission Street, San Francisco.

The architect of 475 Brannan was Washington J. Miller, who appeared in San Francisco by 1891 as a draftsman for the San Francisco Bridge Company. He was in partnership with Sylvester Hemenway between 1900 and 1907 before opening his own office as an architect and consulting engineer. Miller was perhaps best known for his structural work, as he is referred to in historical references as an engineer as often as he is called an architect. In later years, he apparently worked for an architect named Leland Rosener, who designed some changes to the 475 Brannan building, and in 1929 served as chief engineer for the State Fire Marshal in San Francisco.

Shortly after completing 475 Brannan, Miller designed the Adams Company Building at Kearny and Sutter Streets, which is a Category I (Significant) Building in the Downtown Plan and which received an "A" rating from Heritage. Among Hemenway and Miller's credits are a number of downtown commercial buildings, including the Bullock & Jones Building at 108-110 Sutter Street (1902; Downtown Plan I; Heritage "A"; later remodeled as the French Bank Building); the Aronson Building at the northwest corner of Third and Mission Streets (1902; Heritage "A"; eligible for listing in the National Register of Historic Places); the Hotel Regent at 562 Sutter Street (1907; Downtown Plan II; Heritage "B"); the Werner Building at 251-253 Grant Avenue (1906; IV; C); and 146 Geary Street (1906; IV; C).

Building Construction and Condition

As befits Miller's engineering background, 475 Brannan Street is constructed of brick and heavy timber. Masonry walls divide the interior into four quadrants to provide added structural support in the large structure, which measures 275 feet by 258 feet. Structural bays are about 10 feet by 22 feet in the basement and at the first floor, and about 20 feet by 22 feet on the second level. The sturdy floor consists of 2" x 6" lumber on edge, which was typical of best quality warehouse construction in the early 20th century.

Both exterior and interior detailing are sparse. The building's principal (Brannan Street) facade consists of 12 bays of yellow-amber brick above a sandstone base. Each bay at both the first and second floors contains three side-by-side steel frame windows operable in a standard industrial configuration, while smaller windows in the base provide light to the basement. Wide pilasters (rectangular "columns" that project outward from the facade), topped with stone capitals, separate each bay above the base. Atop the pilasters is a simple frieze, surmounted by a galvanized metal cornice and a tall parapet. The brick on the Brannan Street facade is currently painted light brown. The project sponsor believes the facade was first painted about 1980.

According to the project architect, the building's internal structural grid does not correspond directly to the windows and pilasters on the Brannan Street facade, and the building also has several structural grid patterns that are misaligned with each other. The architect believes that these conditions stem from the reuse of the then-existing foundations of the destroyed California Wine Association building when the current structure was built in 1907, and from subsequent modifications to 475 Brannan Street by architect Leland Rosener.

The primary pedestrian entrance to the building is in the sixth bay from the east, near the middle of the Brannan Street facade. It is framed by a pair of Tuscan (unfluted) columns that support a simple entablature on which the name Baker & Hamilton was originally incised (the incision was removed long ago). Inside the entry, which is up a half-flight of stairs from street level, the walls are lined with simple wood paneling. The entry and a stair hall immediately to the south are the only ornamented interior spaces.

The remaining facades retain their original unpainted red brick. The eastern and southern (rear) walls both contain windows, although simpler than those in the main facade. (The western wall abuts the adjacent 601 Fourth Street building.) Windows on the first floor are single- or double-panel casement windows, while on the second floor, windows are double hung within arched openings. Metal roll-up service (truck loading) bays in the easternmost bay and in the third bay from the west were added some forty years after the original construction, replacing the original service entry at the southeastern corner of the building. Figures 6 and 7, pp. 35 and 36, present photographs of the existing 475 Brannan building.

Historic Architectural Significance of the Project Building

As noted above, the building was rated "B - Major Importance" by Heritage, and is identified as a Significant Building in the South of Market Plan. The Historic Resource Study prepared for this EIR identifies the 475 Brannan building as a "nearly intact example of the warehouse building type which is found in waterfront and near-waterfront locations north and south of Market Street" (Page & Turnbull, 1998; p. 5).

According to the Historic Resource Study, the building appears eligible for individual listing in the California Register or the National Register of Historic Places as a surviving and well-executed example of a building type, under Criterion C, architecture (Page & Turnbull, 1998; p. 6). (See Appendix B for a description of the National Register and the California Register.) It also could be considered a contributory building in a potential National Register historic district that could be organized around "significant" buildings south of Market Street. It should be noted, however, that a local historic district, the South End Historic District, was created by the Board of Supervisors in 1990 that extends onto the project block but does not include the 475 Brannan building. Finally, the 475 Brannan building could be eligible for nomination as a City landmark, although it has not typically been the practice of the City's Landmarks Preservation Advisory Board to nominate structures that are representative of a building type (as opposed to individually important buildings) as landmarks (Page & Turnbull, 1998; p. 6).

IMPACTS

SIGNIFICANCE CRITERIA

The City has no formally adopted significance standards for potential impacts on historic architectural resources. However, projects are normally found to have a significant effect on the environment if they

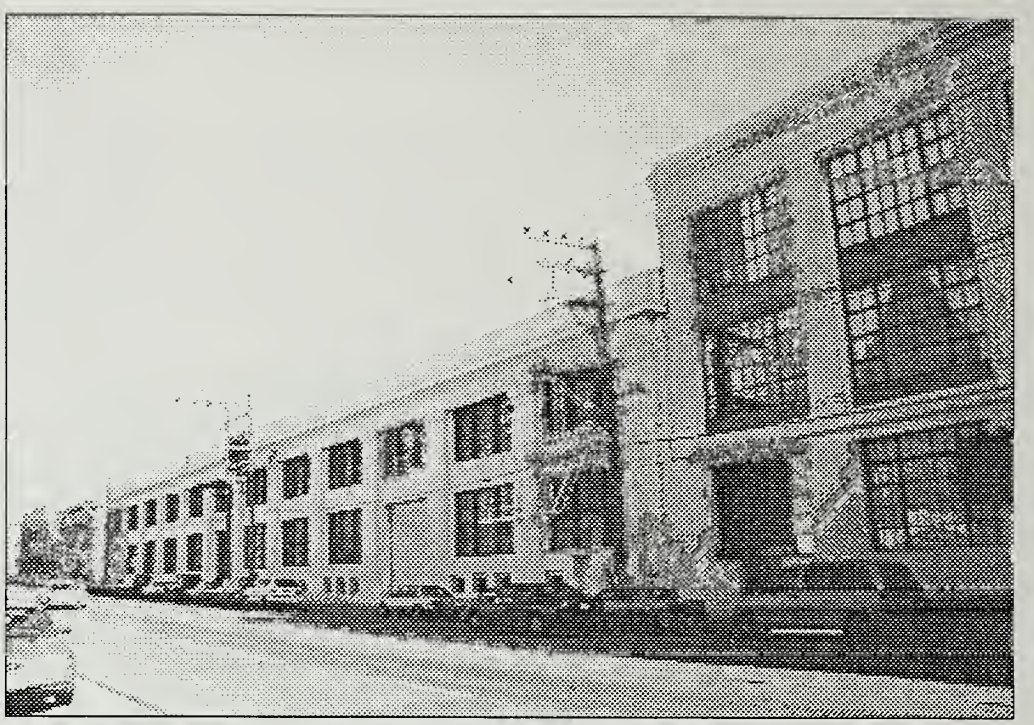
View 1 - North (Brannan Street) facade of 475 Brannan Street building, looking southwest from Zoe Street

View 2- North (Brannan Street) facade of 475 Brannan Street building, looking southeast from Fourth Street

Case No. 97.470E: 475 Brannan Street / ESA 970355 ■

SOURCE: Environmental Science Associates

Figure 6
Building Photographs



View 3 - 475 Brannan Street building and adjacent 601 Fourth Street loft building

View 4 - Eastern facade of 475 Brannan Street building, looking south along private alley

Case No. 97.470E: 475 Brannan Street / ESA 970355 ■

SOURCE: Environmental Science Associates

Figure 7
Building Photographs

would substantially disrupt or adversely affect the historic significance of a property or substantially conflict with the preservation of buildings or districts subject to the provisions of Article 10 or Article 11 of the Planning Code. The 475 Brannan building is not subject to either Article 10 or Article 11.

CEQA Section 21084.1 states that "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."

This section defines "historical resource" as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources (see Appendix B), and states that resources listed in a local register of historical resources "are presumed to be historically or culturally significant."

A "local register of historic resources" is defined in Public Resources Code Sec. 5020.1 as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Listing in the South of Market Plan does not appear to constitute listing in a "local register of historic resources" because the Plan was not adopted by a Board of Supervisors ordinance. Nonetheless, listing as a Significant Building in the Plan confers a degree of recognition on the building that does not apply to other buildings not so listed. A "substantial adverse change" is defined in Public Resources Code Sec. 5020.1 as "demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired."

EVALUATION OF PROJECT IMPACTS

As noted above in the Setting, the Historic Resource Study determined that the 475 Brannan Street building appears eligible for individual listing in the California Register or the National Register (Page & Turnbull, 1998; p. 6), although it is not currently listed in either register or designated a City landmark. Further, designation of the building as a Significant Building in the South of Market Plan indicates a level of historic architectural recognition not shared by unlisted buildings. Therefore, in this EIR, the project building is conservatively considered an historical resource potentially subject to significant impact.

Having assumed that a significant historical resource exists on the project site, the question for this evaluation is to determine whether the project would result in a substantial adverse change to the 475 Brannan Street building such that the qualities that make it historically significant would be impaired or lost.

The building is currently seismically unsound, according to the project sponsor, and requires upgrading under the City's Unreinforced Masonry Building Ordinance. The proposed project would renovate, seismically strengthen, and add two stories to the existing building, raising the height of the structure from approximately 35 feet to approximately 58 feet. (Height at the top of the parapet would increase from about 39.25 feet to about 58.5 feet.) The proposed two-story addition would be set back about 10 feet from the north (Brannan Street) property line, and about 20 feet from the west property line, where the project site adjoins a live/work loft building at 601 Fourth Street.

The proposed addition would be finished with industrial-style corrugated and galvanized sheet metal. The principal Brannan Street facade would be alternately vertical, canted forward, and canted backward. This facade would have aluminum sash windows, grouped into triple-window units of four lights (panes), aligned horizontally and stacked one above another. The windows would be organized into 11 bays – one fewer than the 12 bays that exist on the existing building – although the bays in each story of the new addition would align neither with those in the existing building nor with the bays in the other story of the new construction. At two irregular intervals on both new levels, windows would give way to a bay of floor-to-ceiling glass, shaded by a thin, horizontal canopy. (See Figure 8, which depicts the architect's rendering of the proposed project.) The existing parapet on the Brannan Street facade would be reduced in height from 6.5 feet to 4 feet to minimize obstruction of windows in the new third story. The parapet may have been constructed taller than would normally have occurred to visually shield the building's arched truss roof system. The minor reduction in height of the parapet would not alter a character-defining feature of the building, but would result in some loss of the building's historic fabric.

According to the project architect,[13] the intention of the design for the Brannan Street facade is to differentiate clearly the new construction from the old, while maintaining meaningful references to the scale and modulation of the old, in consideration of the Secretary of the Interior's Standards for the Treatment of Historic Properties.[14] Standard No. 10 of the Secretary's Standards for Rehabilitation states:

> New additions, exterior alterations, or related new construction shall not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and shall be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The National Park Service has developed guidelines (NPS, 1983) to provide advice on application of the Secretary's Standards. In the section on New Additions to Historic Buildings, the Guidelines state that "New additions should be designed and constructed so that the character-defining features of the historic building are not radically changed, obscured, damaged, or destroyed . . . ." The guidelines identify approaches to rehabilitation that are recommended, and contrast those strategies with those that are not recommended. In regard to the proposed project, "additional stories, when required for the new use, that are set back from the wall plane and are as inconspicuous as possible when viewed from the street" are recommended. In contrast, not recommended is "constructing additional stories so that the historic appearance of the building is radically changed."

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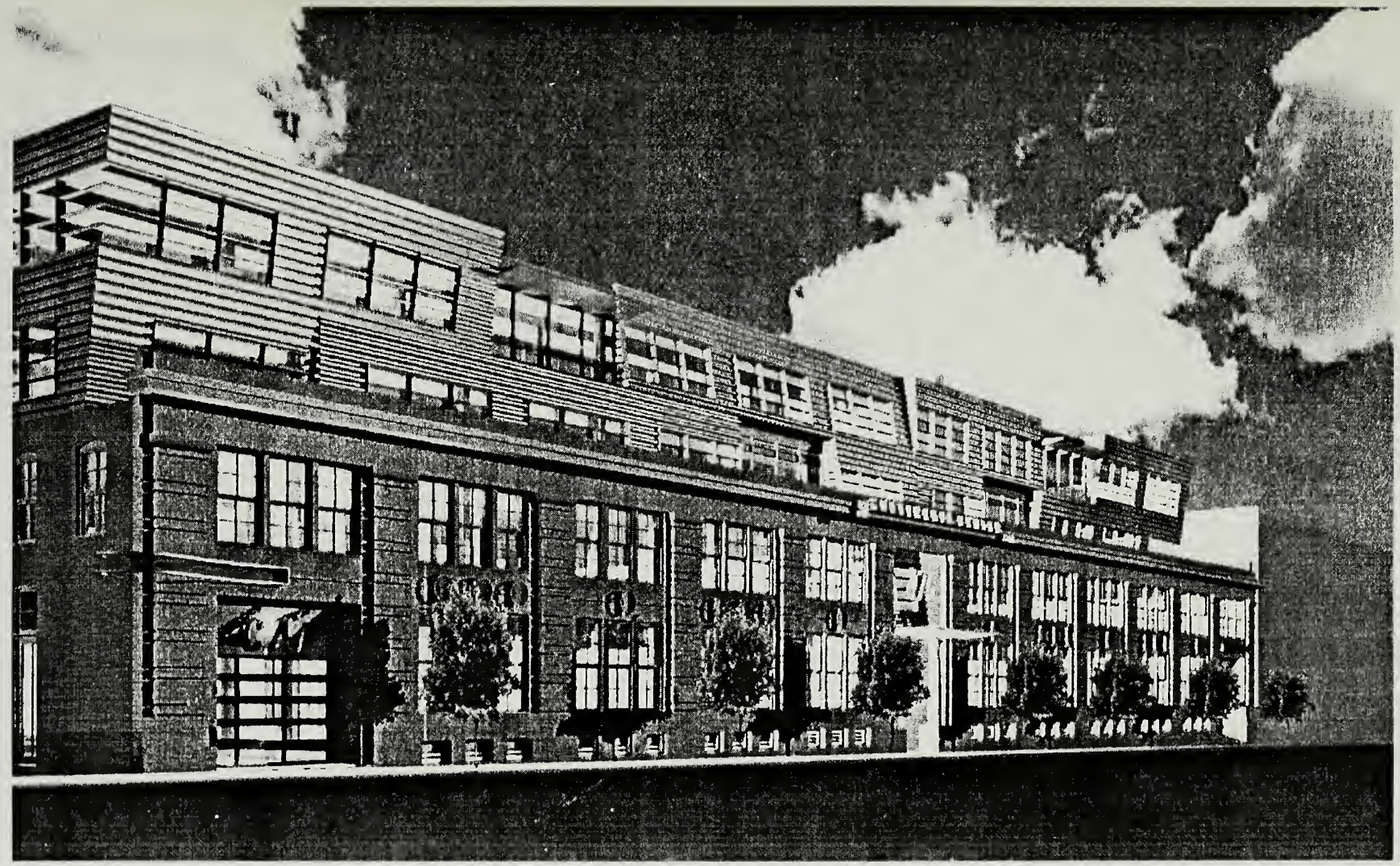
[13] Information provided by Peter Pfau and Dwight Long of Pfau Architecture, telephone conversation, March 2, 1998.

[14] The Secretary's Standards are used by the National Park Service in reviewing federal projects that involve Historic Properties, and by the Park Service and the State Office of Historic Preservation in determining eligibility of rehabilitation projects for federal tax credits; the Standards do not prohibit any rehabilitation activity. Many communities use the Secretary's Standards, at least in part, to determine the significance under CEQA of potential impacts to historic resources, although they are not employed for this purpose by the City of San Francisco.



SOURCE: PFAU Architecture

Figure 8
Rendering of Proposed Project

The project architect has deliberately sought to achieve contrast with the existing building through horizontal orientation of windows in the proposed two-story addition. According to the architect, the variation in the canting of planes in the principal facade of the addition is an attempt to break up what would otherwise be an extremely long horizontal facade, and also intentionally avoids carrying through the vertical order of the existing Brannan Street facade. The architect maintains that the windows in the addition relate to the industrial sash windows of other buildings in the vicinity, including the adjacent 601 Fourth Street building.

According to the architect, the height and width of the "sash modules" in the addition are based on the existing Brannan Street facade, and the design is intended to relate the rhythm of the bays in the addition to the bays in the original building, while acknowledging the project sponsor's need for large areas of glass in the addition. These large expanses of glazing also make it impractical to continue the original building's regular facade, as the addition must draw structural strength from the original pre-1907 foundation.

The Historic Resource Study prepared for this EIR found that the proposed two-story addition would result in a substantial increase in building mass, thereby altering the setting in which the historic facade is perceived by reducing the importance of the existing facade in views from the street. The study found that the proposed 10-foot setback from the Brannan Street wall would not sufficiently attenuate this diminution of importance on the historic facade. With the proposed setback, the top of the two-story addition would not be visible from the sidewalk immediately adjacent to the project. The addition would be clearly visible from across the street, as depicted in Figure 8, p. 39.[15]

However, in Heritage's evaluation sheet for the 475 Brannan building leading to its "B" rating, one Heritage evaluator made the following notation, "Good base for taller building – add 4 floors and an attic." On the "tally" sheet and in the "Summary of Review Committee Action," Heritage gave the building a zero rating in the "environment" category for both "setting" (unimportant to the continuity or character of the area) and "landmark" (not particularly conspicuous or familiar). The building also scored zero for its association with important events. In the final "Summary" rating, it received the highest score for "integrity" (no or very minor changes) and the second highest score in six of the other nine rating categories; it received the second lowest score in the final three categories. A four-story addition – which the project sponsor does not propose – would be visible from across the street and from the adjacent sidewalk.

The Historic Resource Study, while acknowledging the need to differentiate new construction from old, found that the two-story addition would in some respects not be sympathetic to the existing building: "Cladding the new construction in metal provides contrast and announces the addition as contemporary,

[15] Figure 8 is an architect's rendering that is from a viewpoint that is actually north of the property line on the north side of Brannan Street (*i.e.,* as if the viewer were standing within a building, about 28 feet back from the sidewalk, across the street). As such, it somewhat overemphasizes the proposed addition. Less of the addition would be visible from the sidewalk across the street.

but other aspects of the new design fail to provide a link with the existing construction in terms of compatibility" (Page & Turnbull, 1998; p. 11). In particular, the study stated that the horizontal orientation and differential alignment of windows in the proposed addition would not echo the existing building order, and that the addition as proposed "employs too many stylistic markers which relate to the 1990s," such as metal skin, glass, thin horizontal canopies, and contrast between rectilinear and inflected or angled forms (Page & Turnbull, 1998; p. 13). The Historic Resource Study identified the proposed metal cladding as appropriately utilitarian and comparable in its horizontal banding to the existing pilasters. The study noted that heavy masonry construction is unlikely to be used again, and "efforts to mimic it are doomed to failure." It also found that removing paint from the brick on the Brannan Street facade to restore the original yellow-amber brick would be an appropriate treatment. Again, most of the addition would not be visible from the sidewalk immediately in front of the building.

Facades of the two-story addition other than on Brannan Street would employ the same horizontally oriented, divided-light windows in irregularly aligned bays, and would be finished in the same corrugated sheet metal as the main facade. The western wall of the addition would be set back about 20 feet from the live-work loft building at 601 Fourth Street, and would include the proposed 40-foot wide light well at all four levels above the basement. This open court would extend approximately 140 feet in depth, or about half the width of the building along the Brannan Street axis.

The building's primary pedestrian entrance would remain on Brannan Street, but the existing stair would be replaced with a new recessed stairway and wheelchair ramp. At the Brannan Street wall, the existing Tuscan columns would remain flanking the entry way, but the entablature over the doorway would be removed and replaced with a thin horizontal awning. Above the awning would be what could be regarded as a modern interpretation of an entablature that would feature the building's address in large metal numbers against a background of the same corrugated sheet metal as would clad the new construction, perforated with windows that would also draw upon the design motif of the new upper stories. Free-standing metal lettering would be affixed to the existing cornice, announcing the name of the building, SF MULTIMEDIA CENTER.COM.

Paint would be removed from the Brannan Street facade, restoring the original yellow-amber color of the brick, and ornamental round light fixtures of glass and metal would be attached between the first and second stories. These fixtures, which are derived from symbols used on the Internet, are designed to illuminate the building's historic exterior, and they could be removed as part of a potential future historic restoration. The fixtures would therefore be considered a reversible change because they could be easily removed or replaced at a later date.

The sponsor proposes to convert the eastern service entrance to a small glass-fronted cafe. The sponsor also proposes to fill in, with brick to match the original, the existing western service entrance and to create a new vehicle doorway in the westernmost bay, providing entry to the proposed basement garage.

The NPS guidelines recommend preserving entrances – and their functional and decorative features – that are important in defining a building's overall historic character, and recommends against removal of

historic material and removal or installation of new entrances on a primary elevation. It should be noted that some alteration of the existing main entrance – which consists of stairs up from the sidewalk – would be required to provide accessibility consistent with the requirements of the Americans with Disabilities Act.

CONCLUSION

Although different observers may reach different conclusions, and although the project architect has deliberately sought to differentiate the new construction from the old while maintaining meaningful references to the scale and modulation of the existing building, construction of the proposed two-story addition, accentuated by trimming the height of the Brannan Street parapet, with the resulting increase in height and bulk, and with the contemporary stylistic features proposed, could nevertheless substantially alter the building's principal Brannan Street facade in pedestrian-level views from across Brannan Street, although not in views from the sidewalk on the project side of Brannan Street. Also, alteration of the main pedestrian entrance, although not a substantial adverse impact of the proposed project in itself, would remove an historic element (the entablature over the doorway) that helps define the historic character of the building., these physical alterations to the building could be characterized as a substantial adverse change to the historic resource, and would therefore be considered a significant impact.

Removal of the two existing service loading doors, conversion of one to a new glass-fronted wall for the proposed cafe, and construction of a new garage entry door would result in noticeable changes to the principal Brannan Street facade, but would not considered a substantial adverse effect, since the service doors are not a major contributor to the historic character of the building.

OFFICE-LIVE/WORK VARIANT

The office-live/work variant would result in demolition of the 475 Brannan Street building, which, as noted above, is conservatively considered in this EIR to be an historical resource potentially subject to significant impact. Having assumed that the existing building is an historical resource, it is clear that demolition of the building would be considered a substantial adverse change in the historic significance of this resource by its complete elimination. Therefore, the office-live/work variant would have a significant effect on historic architectural resources.

REFERENCES – Historic Architectural Resources

NPS (National Park Service), 1983, *Guidelines for Rehabilitating Historic Buildings.* 1976; revised and expanded, 1983. Available from the National Park Service, 600 Harrison Street, San Francisco.

Page & Turnbull, Inc, 1998. *Historic Resource Study: 475 Brannan Street, San Francisco, California.* May 1, 1998. This report is available for review at the San Francisco Planning Department, 1660 Mission Street.

C. TRANSPORTATION

A transportation study was prepared for the project and is summarized here (ESA, 1998).

SETTING

Within the project vicinity, Third Street, Fourth Street, King Street, Townsend Street (between Third and Fourth Streets), and Bryant Street (west of Third Street) are designated in the Transportation Element of the San Francisco General Plan as Transit Preferential Streets. Third, Fourth, Bryant, Harrison and King (east of Fourth Street) Streets are designated in the Transportation Element as Major Arterials. The above-designated major arterials are also part of the Congestion Management Program (CMP) Network and the Metropolitan Transportation System (MTS) Streets, Highways and Freight Network. Townsend Street (west of Third Street), Third Street (south of Townsend Street), and King Street (east of Third Street) are designated as Citywide Bicycle Routes in the Transportation Element of the General Plan. All major intersections in the vicinity of the project site are traffic signal controlled.

Freeway access to/from the East Bay (via I-80 and the Bay Bridge) is provided via an on-ramp at Fifth and Bryant Streets, and an off-ramp at Fifth and Harrison Streets. Freeway access to/from the Peninsula (via I-280) is provided via on- and off-ramps at both Sixth and Brannan Streets, and Fifth and King Streets. Access to/from the Peninsula (via U.S. 101) is provided by an on-ramp at Fourth and Harrison Streets, and an off-ramp at Fourth and Bryant Streets. Vehicles traveling to/from the North Bay use various routes to reach Van Ness Avenue and Lombard Street (U.S. 101) between the project site and the Golden Gate Bridge.

The project site is served directly by the San Francisco Municipal Railway, and other transit services are available via a connecting MUNI line. Stops for approximately 11 MUNI bus lines are within walking distance (considered one-quarter of a mile) of the project.[16] MUNI bus lines (local and express) operate on Third, Fourth, Brannan, and Townsend Streets in the project vicinity. Regional transit service to the site is provided to and from the East Bay by BART at the Powell and Montgomery Stations on Market Street, about six blocks north of the site. BART also links Daly City / Colma and southern areas of San Francisco with the downtown area. AC Transit, SamTrans, and Golden Gate Transit do not stop in the immediate vicinity of the project site; however, these carriers, which stop at the Transbay Terminal, can be reached by 42-Downtown Loop MUNI bus line. The terminal for Caltrain, which provides service to the Peninsula and San Jose, is at Fourth and Townsend Streets, one block south of the site.

Surveys of existing parking capacity and occupancy were taken in the area bounded by Bryant, Second, King and Fifth Streets. There are approximately 345 parking spaces (265 spaces available in three surface lots by permit only for monthly parkers, and 80 spaces available in two lots for $6.00 per day for

[16] The Board of Supervisors in April 1998 approved modifications to routing and service on MUNI's 32-Embarcadero (will not serve the project area as of June 1998) and Caltrain Express Buses 80X, 81X and 82X (elimination of the 81X contingent upon merging the MUNI Metro E-line with the N-Judah line).

the general public) within the study area. Mid-afternoon weekday occupancy levels average about 73 percent for the monthly parking spaces and about 90 percent for the daily spaces. On-street parking in the project area is effectively at capacity.

Pedestrian amenities in the project area include sidewalks (generally ten feet wide, with an effective width of six feet) and crosswalks at all signalized intersections. Pedestrian flows on the Brannan Street sidewalk in front of the project site are representative of "open" conditions, based on field observations during the noon and p.m. peak 15-minute periods.

IMPACTS

SIGNIFICANCE CRITERIA

City policy has been that a project is considered to have a significant effect on the environment if it would cause a signalized intersection to deteriorate to an unacceptable level (i.e., from LOS D or better to LOS E or F), interfere with existing transportation systems causing substantial alteration to circulation patterns or causing major traffic hazards, or contribute substantially to cumulative traffic increases that cause intersections that would otherwise operate at acceptable levels to deteriorate to unacceptable levels. The City has no formally adopted significance criteria for potential impacts related to transit, but City policy has been that a project would have a significant effect if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service. Regarding parking, San Francisco General Plan policies emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. Therefore, the creation of parking demand that cannot be met by existing or proposed parking facilities would not itself be considered a significant effect. The City has no adopted significance criteria for pedestrian or bicycle impacts. For this analysis, the project would have a significant effect if it were to result in substantial pedestrian overcrowding, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise substantially interfere with pedestrian and bicycle accessibility. Generally, construction-period transportation impacts would not be considered significant because they would be temporary.

TRAVEL DEMAND ANALYSIS

Full buildout of the project would generate a total of about 1,820 net new person trip-ends (pte) per day, with a total of about 390 net new pte during the p.m. peak hour. Daily trips generated by the existing office building on the site (2,920 daily pte) were deducted from the total pte for net new pte generated by the proposed project. Based on observation, the existing building generates few, if any, trips during the p.m. peak hour (most work shifts end before 4:00 p.m.), so no adjustment was made to project p.m. peak-hour trips. Although expressed on a person trip-end basis, the trip generation includes all travel to and from the project in autos, on public transit, by foot, and by other modes (*e.g.*, walking, bicycles, taxis, etc.). Projected daily, and inbound and outbound p.m. peak-hour trips by mode expected to be generated

by the project are shown in Table 2. The project would generate about 140 net new p.m. peak-hour pte by

auto, 15 pte inbound to, and 125 pte outbound from, the site. These auto pte would be a combination of drive-alone vehicle trips and carpool vehicle trips. Vehicle trips would total about 65 in the p.m. peak hour.[17]

Traffic Impacts

Existing traffic operations in the area were characterized using a p.m. peak-hour level of service (LOS) analysis. This analysis provides a standardized means of rating an intersection's operating characteristics on the basis of traffic volumes, intersection capacity and delays. A LOS scale has been established from LOS A (free-flow conditions, with little or no delay) to LOS F (congested conditions, with extremely long delays); LOS D is considered the lowest acceptable level in San Francisco. Descriptions of the potential LOS for signalized intersections are provided in Appendix C.

All but two of the six signalized study intersections currently operate at acceptable (LOS D or better) service levels during the p.m. peak hour (see Table 3). The intersections of Brannan / Sixth Streets and Bryant / Fifth Streets currently operate at LOS E and F, respectively, in the p.m. peak hour.

As shown in Table 3, operating conditions at the study intersections would not worsen from existing conditions with the addition of traffic from the built-out project. Analysis of project effects assumed that project-generated vehicular traffic would use the parking spaces provided in the basement of the project building. In addition, given the over-supply of parking capacity proposed for the building relative to project-generated demand, it was assumed that people affiliated with other uses in the project area also would park in the project building. Project vehicles, including those generated by parkers from uses outside the building, would constitute about 4.5 percent of p.m. peak-hour traffic at the intersection of Fourth and Brannan Streets, and less than 1.5 percent of p.m. peak-hour traffic at the other study intersections, in the Existing-plus-Project condition.

The assignment of p.m. peak-hour vte outbound from the project building assumed that drivers wishing to travel west from the project site would use the approximately 11.5-foot wide connection (created as part of the project) from the paved alley at the rear of the building to Lusk Street, an existing street that intersects with Townsend Street; access between the project site and Lusk Street is currently restricted to pedestrians only through an opening in a cyclone fence.

As computed as part of the analysis of cumulative (2015) traffic conditions for the proposed Mission Bay Area development plan, the six study intersections generally would operate with extremely long delays during the p.m. peak hour, with service levels at LOS E/F, except the Townsend/Fourth Streets

[17] The number of vehicle trips is less than the number of person trips by vehicle, since some person trips are made in vehicles carrying more than one person.

TABLE 2
NET NEW TRAVEL DEMAND (PERSON TRIP ENDS) BY MODE TYPE

Travel Mode	Daily Total	P.M. Peak Hour [a] Total	Inbound	Outbound
Auto	650	140	15	125
Transit	430	170	10	160
Walk	600	45	15	30
Other [b]	140	35	5	30
TOTAL	1,820	390	45	345

[a] The p.m. peak hour occurs during the two-hour peak period of 4:00 p.m. to 6:00 p.m.
[b] "Other" for the current analysis represents Bicycle, Motorcycle, Taxi, Limo, etc.

SOURCE: Environmental Science Associates, using data provided by the Planning Department, from the *Citywide Travel Behavior Survey*.

TABLE 3
PM PEAK-HOUR INTERSECTION LEVELS OF SERVICE (LOS) AND AVERAGE STOPPED DELAY IN SECONDS PER VEHICLE (S/V) (*EXISTING AND FUTURE CONDITIONS*) [a]

Signalized Intersections	Existing (1997) [b]		Existing + Project [c]		Cumulative (2015) [b]	
	LOS	S/V	LOS	S/V	LOS	S/V
Brannan Street and Third Street	D	27	D	39	F	235
Brannan Street and Fourth Street	B	13	B	13	F	90
Brannan Street and Sixth Street (*Ramps to/from I-280*)	E	50	E	50	E	60
Townsend Street and Third Street	C	20	C	20	F	80
Townsend Street and Fourth Street	B	8	B	8	C	23
Bryant Street and Fifth Street (*On-Ramp to I-80/Bay Bridge*)	F	77	F	82	F	273

[a] LOS descriptions and corresponding ranges of average stopped delay are shown in Table C-1 of Appendix C.
[b] Existing (1997) and cumulative (2015) levels of service (LOS), determined using the Operations Applications methodology contained in the *Highway Capacity Manual* (HCM), updated 1994, are reported from the current analysis of the proposed Mission Bay Area development plan being prepared by Wilbur Smith Associates.
[c] Existing plus Project LOS were computed by adding project-generated traffic to Existing (1997) volumes at the study intersections, using the same HCM methodology.

SOURCE: Wilbur Smith Associates, and Environmental Science Associates

intersection, which would operate at an acceptable LOS C. Project trips would constitute a relatively small portion of overall trips at the study intersections (less than one percent at five intersections and less than 4 percent at the sixth), not including baseball game traffic, and would not contribute substantially to these unacceptable conditions.

Transit Impacts

In the p.m. peak hour, the project would generate about 170 new transit (chiefly MUNI) trips. The 11 MUNI routes that serve the project area currently operate (in the peak direction at the Maximum Load Points) with an aggregate p.m. peak-period average load factor of 1.02 passengers per seat and an aggregate capacity utilization of 67 percent. These lines operate within MUNI's established performance standards of 100 percent capacity utilization, which assumes standees on each type of transit vehicle. On the basis of frequency-of-service data, there are about 100 buses on the lines serving the project area in the p.m. peak hour. The additional riders generated by the project would be dispersed among several transit lines and would not measurably affect existing service. The project would, however, contribute to cumulative increases in transit ridership that would result in an incremental increase in capacity utilization.

Parking Impacts

The building in its existing use requires 169 parking spaces and, accounting for the 22 on-site parking spaces in an alley adjacent to the building, has a deficit of 147 spaces. The proposed project would require 305 parking spaces. Accounting for the existing deficit of 147 spaces, the net requirement would be 158 spaces.[18] The proposed project would provide about 160 off-street parking stalls and would meet the Code requirement. The project sponsor proposes to operate the on-site parking with valet parking, providing space for about 270 vehicles. Per Code Section 204.5, parking as an accessory use is allowed as long as the number of spaces does not exceed 150 percent of the Code-required number of spaces; otherwise a Conditional Use Permit is required. Given the overall Code requirement of 305 spaces, the 270 spaces with valet operations would not exceed 150 percent of the requirement and therefore would not require a Conditional Use Permit. The project's seven spaces for disabled-accessible parking and eight bicycle parking spaces would meet the requirements of Code Sections 155(i) and (j).

The project would create a long-term parking demand for about 110 parking spaces, and short-term parking demand for 15 equivalent daily spaces, for a total parking demand of about 125 daily spaces. Discounting for parking demand generated by existing uses on the site, the net additional parking demand generated by the proposed project would be about 35 spaces. The project's proposed 160 off-street parking stalls, with space to accommodate about 270 vehicles under valet parking

[18] City and County of San Francisco, Planning Code, Section 151, Table 151: Off-Street Parking Spaces Required. The proposed project is within the SSO zoning district, in which off-street parking is required for office space in accordance with the Planning Code, in the amount of one space per 750 sq. ft. of occupied floor area, where the occupied floor area exceeds 5,000 sq. ft. For storage space, one parking space is required for each 2,000 sq. ft. of occupied floor area. No parking would be required for the 2,500 gsf of retail space.

operations, would exceed the estimated parking demand by about 145 vehicles. The project sponsor will terminate a lease arrangement for an additional approximately 35 parking spaces in a surface lot across Brannan Street from the project site in September 1998 (following vacation of the building by the most recent tenant). It is envisioned by the project sponsor that the over-supply of parking in the building would be used by other uses in the area, including workers at and visitors to nearby warehouse buildings converted to other uses, but with site constraints that permit provision of less parking than demanded by the new uses, as well as by people who drive to the new Giants Ballpark at China Basin. Analysis of parking conditions for the Giants Ballpark indicates that assuming sold-out games in 2015, there would be a projected parking shortfall of about 2,650 spaces for weekday afternoon games (San Francisco Planning Department, 1997).

Access to the proposed basement parking garage would be from Brannan Street, via a new driveway and ramp at the west end of the building. The garage exit would be through a similar new ramp and driveway at the west end of the project's rear (south) frontage, where the project site includes a 16.5-foot-wide paved strip of land that is currently an alley used for surface parking. This alley connects, via an 11.5-foot-wide portion of the project's southern property line, to Lusk Street, which would provide access to Townsend Street for vehicles departing the parking garage. The rear alley also connects to a 30-foot-wide paved strip between the existing building and the eastern property line, which would provide access to Brannan Street for departing vehicles.

The entry/exit configuration for the parking garage would largely accommodate vehicles in an efficient and safe manner. The entrance on Brannan Street would have a gate operated by both a card-reader (for monthly parking) and a ticket dispenser (for transient parking). The card reader / ticket dispenser would be recessed into the building away from Brannan Street; the exact location of the reader/dispenser has not been established by the project sponsor. Traffic on Brannan Street would be impeded if the distance from the card reader/ticket dispenser to the street was not able to accommodate two vehicles (i.e., that is, about 50 feet), which is the average number of vehicles expected in a queue on the entrance ramp at any time.

Drivers of departing vehicles could select a route (to Brannan or Townsend Street) that would not require a left turn across two lanes of crossing traffic, thereby minimizing the project's effect on traffic flow on those streets. Inbound vehicles to the garage (the predominant direction in the a.m. peak period for commuters) would be expected to enter the building primarily by turning right from eastbound Brannan Street. That expectation is based on the fact that more than 80 percent of the trip origins to the project area (freeway off-ramps for both Peninsula / Southwestern San Francisco and East Bay / Northwestern San Francisco commuters, as well as likely commute routes for North Bay [Van Ness Avenue] and Northeastern San Francisco [Fourth Street]) are west of the building.

Pedestrian Impacts

Pedestrian access to the project building would be on Brannan Street. Pedestrian flow conditions on the Brannan Street sidewalk in front of the building would be expected to remain similar to existing

conditions. That expectation is based on the current "open" pedestrian flow condition and the provision of parking spaces in the basement of the building that would reduce the need for people to walk to their vehicles in parking lots in the project vicinity.

Freight Loading and Service Impacts

The project would generate about 50 service vehicle stops per day. Average demand for the proposed building would be about two spaces per hour, and peak hourly demand would be about three spaces per hour. In accordance with Planning Code Section 150(c), the project would not be required to provide an off-street (standard truck) freight loading space to serve the proposed addition of 61,000 gross square feet of office space for the building. There currently are two enclosed loading spaces for the building, one of which wholly meets the Code requirement for the existing building. One of the existing loading spaces would be required by Code Section 150(d) to be retained, and therefore, the total off-street freight loading requirement would be one space. If the proposed project's total 241,000 gross square feet of office space were all new floor area, then the Planning Code would require one off-street loading space. The two existing loading spaces would be replaced by two new loading spaces (one 12 feet wide by 35 feet long, and the second, 10 feet by 25 feet) constructed on the east side of the building and accessible from Brannan Street via an on-site alley. The predominant type of freight/service vehicle is expected to be the UPS/FedEx-type of vehicle, but because the project would provide a full-size truck loading space, deliveries/pick-ups by larger trucks would be accommodated.

The project would satisfy the Code requirement and would meet the average demand for about two loading spaces per hour, but would not meet the peak hourly demand for about three loading spaces per hour, and delivery/service vehicles could seek on-street space on Brannan Street during peak loading periods. The absence of on-street yellow-curb loading spaces in proximity to the project site would prevent delivery vans/trucks from pulling to the curb, forcing those vehicles to double park in the curbside travel lane. Incidents of double parking would affect traffic flow on Brannan Street, but given the fact that Brannan has two eastbound travel lanes adjacent to the building, the effect on traffic flow would be less than on streets that have a single travel lane. In addition, deliveries generally would occur in the morning hours, and therefore, peak traffic flow (in the p.m. peak hour) would not be expected to be affected. The project sponsor has indicated that if loading demand warrants, the sponsor could request the Department of Parking and Traffic to designate a yellow-curb loading space (for a full-size truck) with a 30-minute limit from 7:00 a.m. to 6:00 p.m. on weekdays.

The proposed location of the building's loading spaces would provide good accessibility for freight/service vehicles. The 30-foot-wide paved strip between the building and the adjacent building (jointly used by the two buildings through reciprocal easements) would allow shared use by loading/unloading vehicles and departing vehicles from the parking garage. Departing trucks could turn around in the side alley and the alley behind the building, or could exit via Lusk Street if an easement were obtained from the adjacent property owner allowing for a wider opening between the project site and Lusk Street. Potential conflicts between the two traffic streams (parking and loading) could occur,

but because the primary times for loading/unloading (morning hours) and exiting the parking garage (afternoon hours) would not coincide, the frequency of such conflicts would not be high.

Construction Impacts

During the projected 11-month construction period, tentatively scheduled to begin in late 1998, temporary and intermittent transportation impacts would result from truck movements to and from the project site during demolition, excavation and construction activities associated with construction of the proposed building. Truck movements during periods of peak traffic flow (7:00 a.m. to 9:00 a.m., or 4:00 p.m. to 6:00 p.m.) would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. An improvement measure included in the project would reduce effects of construction traffic on surrounding traffic and transit (see p. 56).

The sidewalk on Brannan Street would remain available for pedestrians during the duration of the project construction, with a protected pedestrian walkway provided for public safety. There would be no anticipated sidewalk or street closures during construction.

The highest number of construction workers would be an average of about 50 workers per day; the average for most periods of construction would be 25 or fewer workers per day. Parking of construction workers' vehicles would temporarily increase occupancy levels in off-street parking lots, either by those vehicles or by vehicles currently parking in on-street spaces that would be displaced by construction workers' vehicles.

In summary, the project would not result in a significant impact on transportation, circulation or parking.

OFFICE-LIVE/WORK VARIANT

The office-live/work variant would generate about 1,820 daily person trips and about 385 p.m. peak-hour person trips, virtually the same trip generation as with the preferred project. Effects on the six study intersections, including levels of service, would be the same as with the preferred project. Effects on transit, pedestrian flows, and service loading would be the same or slightly less substantial than those described for the project, because the intensity of commercial development would be slightly less. There would be less parking demand generated by office uses at the project site, but the live/work units would generate parking demand such that the overall demand would be only slightly less that with the preferred project, and would not be expected to adversely affect traffic distribution in the project vicinity. Construction impacts could be incrementally greater than those of the preferred project, since this variant would require hauling of more demolition spoils and from the site and more construction supplies to the site. As with the preferred project, construction effects would be temporary. The Improvement Measure identified on p. 56 would also apply to this variant.

REFERENCES – Transportation

Unless otherwise indicated, these documents are available for public review at the San Francisco Planning Department, 1660 Mission Street.

ESA (Environmental Science Associates), 1998, *475 Brannan Street Office Building – Transportation Report.* May 1, 1998

San Francisco Planning Department, 1997, *San Francisco Giants Ballpark at China Basin Final Environmental Impact Report* (Case No. 96.176E), June.

D. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would encourage population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project would consist of reuse and expansion of an existing building. As noted in Chapter II, Project Description, the net increase in office space would be approximately 61,000 gsf beyond that already existing on the site, and the project would also include approximately 2,500 gsf of retail space. The project would be expected to increase on-site employment by about 625 persons, as stated in the Initial Study, p. A.14. Given the rapid evolution of the multimedia industry, the project is potentially in a position to benefit from growth in multimedia employment in San Francisco, which could increase demand for the office space that the project would provide. At the same time, the project could also encourage further growth in multimedia employment in the City, which could potentially increase demand for more such space. Although one or both of these conditions could be expected to result, it is likely that the project's potential contribution to future demand for additional development in the South of Market area, and in San Francisco generally, would be limited, and would be accounted for in recently developed forecasts of future growth in San Francisco.

Located in an urban area, the project would not necessitate or induce the extension of municipal infrastructure, nor would it remove barriers to future growth that are presented by a lack of such services.

Growth-inducing impacts of the office-live/work variant would be similar to those described above, since the majority of that variant would consist of multimedia office space. Construction of live/work units on the fourth floor would also contribute to the growth of such units in the South of Market area.

CHAPTER IV

MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been, or would be, voluntarily adopted by the project sponsor or project architect and contractor and thus are proposed; some are under consideration and some have been considered and rejected by the project sponsor. Implementation of some may be the responsibility of other agencies. Measures under consideration or rejected may be required by the City Planning Commission as conditions of project approval, if the project were to be approved. Each mitigation measure and its status is discussed below.

There are several items required by law that would serve to mitigate impacts; they are summarized here for informational purposes. These measures include: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code, 1972); and observance of State and federal OSHA safety requirements related to handling and disposal of hazardous materials.

Measures which are not required by legislation but which would also serve to mitigate environmental impacts appear below. Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A, p. A.26).

As described in the attached Initial Study (Appendix A), the proposed project has the potential to affect archaeological resources, and could involve exposure to hazardous materials. As a result, the project sponsor has agreed to implement the following mitigation measures:

CONSTRUCTION AIR QUALITY

*• The project sponsor would require the contractor(s) to sprinkle exterior demolition sites with water during demolition, excavation and construction activity; sprinkle unpaved exterior construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

GEOLOGY

*• One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building(s) for damage during construction, if recommended by the geotechnical engineer.

*• Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

*• Should dewatering be necessary, the project sponsor and contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities and buildings that could potentially occur as a result of dewatering.

*• The project sponsor and contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

WATER QUALITY

*• If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer and/or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer/storm drain system.

*• If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain / sewer lines.

*• The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain / sewer lines, if this is found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

HAZARDS

Note to the reader: The following material regarding the Maher Ordinance is a requirement of the City Public Works Code. As such, it is not a true mitigation measure, since it is required by law. The requirements of the Ordinance are specified below for informational purposes.

*• As project construction would involve excavation of more than 50 cubic yards of soil, requirements established by Article 20 of the *San Francisco Public Works Code* (*i.e.*, the "Maher Ordinance") would reduce potential effects related to soil contamination to a less-than-significant level. If applicable, the project sponsor would prepare a Site Mitigation Plan and would agree to ensure that the Site Mitigation Plan is implemented with oversight from the City's Department of Public Health.

The Plan, if prepared, would require that the construction contractor handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and encapsulate remaining soils on-site, and also would require a State Registered Professional Geologist or Engineer to certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan had been performed in compliance with Article 20 requirements. Conditions imposed by the Department of Public Health would require dust control measures to ensure "no visible dust" emissions, covering of soil stockpiles, rain water runoff control, and designation of a person with the authority to stop work at any time if a release of contaminated soil occurs or is threatened.

*• The project sponsor would ensure that asbestos-containing building materials, if any, encountered in this renovation project are removed and disposed of or encapsulated, as appropriate, in accordance with all applicable government regulations and procedures that would apply to a demolition project.

The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names, addresses and phone numbers of operations and persons responsible, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects removal operations. In addition, the District inspects any removal operations concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the properties where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services in Sacramento. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

*• The project sponsor would ensure that building surveys for PCB-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

CULTURAL RESOURCES - Archaeology

*• Should evidence of archeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation that the ERO determined might damage such archaeological resources. Excavation or construction activities that might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

HISTORIC ARCHITECTURAL RESOURCES

As described in Chapter II, Project Description, the project sponsor has included the following measures in the preferred project to reduce effects on historic architectural resources:

- Facade restoration on all three publicly visible sides of the building, including removal of the paint from the Brannan Street facade;
- Seismic retrofit of the building beyond that required by the UMB Ordinance;
- Retention of a parapet at the roof deck of the second floor;

- Retention of the existing fenestration and original steel sash windows of the existing building; and
- Retention of the two Tuscan columns at the main entry of the building.

No additional mitigation measures are identified. Please see Alternatives B, p. 59, and Alternative C, p. 61, in Chapter VI for discussion of alternatives to the proposed project that would reduce or eliminate the potentially significant effect on historic architectural resources.

IMPROVEMENT MEASURES FOR LESS-THAN-SIGNIFICANT EFFECTS

TRANSPORTATION

- The project sponsor would restrict project-related truck traffic to the hours of 9:00 a.m. to 3:30 p.m., or other hours if approved by the Department of Parking and Traffic (DPT), which would avoid peak-period effects on traffic and transit. The project sponsor has agreed to meet with MUNI, DPT, and other responsible agencies to coordinate construction activities so as to minimize construction impacts on traffic (vehicular and pedestrian).

CHAPTER V

SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA),and with Sections 15040, 15081 and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as described in Chapter V, Mitigation Measures, pp. 52-56.

This chapter is subject to final determination by the City Planning Commission as part of its certification process for the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

As described in Chapter III, the existing 475 Brannan Street building is listed as a "Significant Building" in the South of Market Plan and, based on the Historic Resource Study prepared for this EIR, appears eligible for individual listing in the California Register or the National Register of Historic Places as a surviving and well-executed example of a building type, under Criterion C of the National Register of Historic Places, Design and Construction (Page & Turnbull, 1998; p. 6). The building is not currently listed in the California Register or the National Register.

The proposed project would increase the height of the building by approximately 23 feet, to about 58 feet (the increase in height from parapet to parapet would be about 19 feet). Because the two-story addition would extend along all but 20 feet of the building's Brannan Street frontage, the project would also markedly increase the building's bulk. According to the Historic Resource Study, the proposed two-story addition would include contemporary features not in keeping with guidance in the Secretary of the Interior's Standards for the Treatment of Historic Properties to employ a design that is compatible with the historic materials, features, size, scale and proportion, and massing of the existing building, while at the same time being differentiated from the existing building.

Department staff acknowledges the difficulty in meeting the challenge to balance the direction in the Secretary of the Interior's Standards to differentiate new construction from old while also ensuring that new construction is compatible with the existing building, and further acknowledges that the determination of a significant effect on the environment in the context of historic architectural resources – that is, will the project substantially disrupt or adversely affect the historic significance of a property – is subject to interpretation and judgment. Nevertheless, and to be conservative, staff has concluded that construction of the proposed two-story addition, accentuated by trimming the height of

the Brannan Street parapet, with the concomitant increase in height and bulk, and with the contemporary stylistic features proposed, could substantially alter the building's principal Brannan Street facade in pedestrian-level views from across Brannan Street, and therefore would result in a significant impact on historic architectural resources. Alteration of the main pedestrian entrance, although not a substantial adverse impact of the proposed project in itself, would remove an historic element (the entablature over the doorway) that helps define the historic character of the building, and would contribute to the significant effect.

As stated in the second paragraph, above, staff's recommendation is subject to final determination by the City Planning Commission as part of its certification process for the EIR.

CHAPTER VI
ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project, discusses environmental impacts associated with each alternative, and, where an alternative has been considered by the project sponsor in development of the project, gives the reasons the alternative was rejected in favor of the project. Project decision-makers could adopt any of the following alternatives, if feasible, instead of approving the proposed project.

A. ALTERNATIVE A: NO PROJECT

This alternative would entail no change to the site, which would remain in its existing condition, with a two-story structure. This alternative would not preclude, but would not necessarily entail, reoccupancy of the existing building. If the No Project Alternative were implemented, no impacts of the project would occur. However, the building on the project site ultimately would have to be brought into compliance with the City's Unreinforced Masonry Building Ordinance through seismic upgrade or demolition.

The project sponsor has rejected this alternative because it would not achieve the project sponsor's goal of providing modern office space for the multimedia industry in a seismically upgraded structure fully accessible to all persons, with adequate parking on site.

B. ALTERNATIVE B: PRESERVATION ALTERNATIVE ONE

This alternative would consist of renovation and seismic strengthening of the existing building in accordance with the City's Unreinforced Masonry Building (UMB) Ordinance, and reuse for office space. There would be no rooftop addition, and no change in the existing freight loading bays on the principal Brannan Street facade. The existing tall parapet on the Brannan Street facade would not be altered. This alternative would not include construction of parking in the basement, as would occur with the project. It is assumed that no retail space would be included in this alternative.

This alternative would not change the exterior of the existing building, except by renovations required by applicable building codes, such as provision of access for disabled persons. There would be no increase in building height or bulk, and no rezoning would be sought by the project sponsor. This alternative would provide for approximately 140,000 gross square feet (gsf) of office space, which is actually less than was used by the most recent tenant, Southern Pacific Transportation Company, as the basement would not provide any office space as it formerly did.

Without major changes to the exterior of the building, notably the Brannan Street facade, this alternative would avoid the potentially significant effects identified for the proposed project (see the Conclusion regarding historic architectural resources on p. 42).

Trip generation in the p.m. peak hour would be approximately 41 percent less than with the project, and traffic effects would be less substantial. As with the project, effects on traffic and transit would be less than significant. Effects secondary to traffic, such as generation of criteria air pollutants and traffic noise, would be incrementally less than with the project; as with the project, these effects would not be significant.

Of the effects described in the Initial Study (pp. A.11 - A.25), those related to the intensity of development (population, operational noise and air quality emissions, and demand for public utilities/services and energy) would be less than with the proposed project, since the square footage to be developed (including a basement garage) would be about two-thirds that proposed with the project. Effects on land use would be similar to those of the project, as both the project and this alternative would consist largely of office use.

Without the two-story addition proposed as part of the project, the foundation system employed for this alternative could be somewhat different than that of the project, but some excavation would likely be required, as it would with the project. As a result, effects on subsurface cultural resources would likely be comparable to those of the project, depending on the methodology employed in the seismic upgrade. Effects related to construction-related noise and air quality would be somewhat less substantial than those of the project, since most construction under this alternative would be interior renovation. Effects related to potential exposure to hazardous building materials and hazardous materials in the soil, if any, would be similar to those of the project, as would construction-related effects on hydrology. Because it would not add two stories, this alternative would have little or no visual impact. As with the proposed project, all of the above effects described in the Initial Study would be less than significant, with mitigation.

This alternative would be considered the environmentally superior alternative because it would not substantially alter the exterior of the building, and would thus have no substantial adverse impact on historic architectural resources.

The project sponsor has rejected this alternative because it would provide less modern office space for the multimedia industry than the project and because it would not provide on-site parking. In addition, the project sponsor does not believe that this alternative is economically feasible because the 475 Brannan building, in its current configuration, cannot generate enough rental income to finance seismic strengthening beyond the minimally required "Bolts Plus" scheme under the UMB Ordinance and minimal compliance with disabled-access requirements under the Americans with Disabilities Act. According to the project sponsor, at present the building does not permit enough interior light to generate the office rents needed to permit a full seismic upgrade. As this alternative would not include on-site parking, rental income would be further limited. The sponsor does not wish to continue ownership of a

building that is not in compliance with Section 4303.2 of the San Francisco Building Code, and therefore considers this alternative infeasible.

C. ALTERNATIVE C: PRESERVATION ALTERNATIVE TWO

This alternative would consist of a somewhat reduced version of the proposed two-story addition. As with the project, this alternative would add two stories of office space, but with an increased setback on the north (Brannan Street) facade of the proposed addition such that, perceived from street level, the addition would not substantially diminish the visual importance of the existing Brannan Street facade.

Consistent with the project's proposed use of the building's existing heavy timber framing, this alternative would place the third story of the addition about 20 feet from the Brannan Street property line, at the second line of existing structural posts and beams, while the fourth story would be set back about 40 feet, at the third line of posts and beams. These setbacks would be 10 feet and 30 feet greater, respectively, than the 10-foot setback proposed with the project. This alternative would also retain the existing Brannan Street parapet at its full height. As a result of these alterations, the third story addition would not be visible from the sidewalk on either side of Brannan Street, and only the upper portion of the fourth story would be visible, from the sidewalk across the street. These changes would clearly subordinate the visual importance of the addition in pedestrian views from across the street, and would avoid the potentially significant impact of the substantial increase in height and mass proposed by the project. In addition, this alternative could retain all or a portion of the existing entablature over doorway that is the principal Brannan Street pedestrian entrance to the building. This alternative would provide about 230,000 gross square feet (gsf) of office space, about 11,000 gsf less than the proposed project. Retail and parking would be the same as with the project.

By placing the two-story addition at a setback from Brannan Street such that only about one-third to one-fourth of its vertical extent would be visible, Alternative C would avoid the appearance of a substantial increase in height and mass that would occur with the proposed project. The two-story addition would appear as a "ribbon" of new construction above the existing building, thereby eliminating the adverse effect on historic architectural resources that would occur with the project. Retention of the existing tall Brannan Street parapet would further diminish effects on the existing building fabric. Finally, minimal alteration of the main Brannan Street entrance consistent with accessibility requirements (although not a substantial adverse impact of the proposed project in itself) would reduce adverse effects on the Brannan Street facade at pedestrian level.

This alternative also could incorporate into the design of the proposed two-story addition features that express key stylistic attributes of the existing Brannan Street facade, such as a vertical orientation of the windows, avoidance of angular planes, and a somewhat "heavier" material palette, such as through use of thicker canopies and somewhat less glass. It should be noted that the above design considerations would be considered subjective. Further, the increased setbacks with this alternative would diminish the

relative importance of the facade such that design considerations would be less important in determining impact on historic architectural resources than with the proposed project.

Trip generation in the p.m. peak hour would be approximately 5 percent less than with the project, and traffic effects would not be measurably different. As with the project, effects on traffic and transit would be less than significant. Effects secondary to traffic, such as generation of criteria air pollutants and traffic noise, would be incrementally less than with the project; as with the project, these effects would not be significant.

Of the effects described in the Initial Study (pp. A.11 - A.25), those related to the intensity of development (population, operational noise and air quality emissions, and demand for public utilities/services and energy) would be virtually the same as those of the proposed project, since the office square footage would be about 95 percent of that proposed with the project, and the same amount of retail space and parking would be provided. Effects on land use would be the same as those of the project, as both the project and this alternative would consist largely of office use.

Excavation for foundation work would be the same as with the project, and effects on subsurface cultural resources would therefore be the same as those of the project, as would effects related to construction noise and air quality, and potential exposure to hazardous building materials and hazardous materials in the soil, if any. With the addition's increased setback on Brannan Street, this alternative would have less visual impact than the project. As with the proposed project, all of the above effects described in the Initial Study would be less than significant, with mitigation.

A variant to Alternative C would increase the building height by about 2.5 feet, compared to the height of the proposed project and of this alternative, to permit unobstructed views from the third-story office windows. This would be accomplished by raising the floor height of the third story, compared to that proposed with the project and this alternative, resulting in a building height of approximately 60.5 feet, compared to about 58 feet with the project and the main Alternative C.

Effects of this variant would be generally the same as those of Alternative C, except that the addition would be somewhat more prominent with the increased height of the building, compared to the height with the alternative. However, even with the greater building height, the two-story addition would be substantially less prominent than with the proposed project because of the 20- and 40-foot setbacks, and this variant to Alternative C would also avoid the significant effect on historic architectural resources that would occur with the project.

The project sponsor has rejected the main Alternative C because the floor plates of the third and fourth floors (the two-story addition) would be smaller than with the proposed project (on the fourth floor, about 12 percent smaller). This reduction in sizes of the floor plates on the new stories could make the building somewhat less desirable for tenants in the multimedia industry who typically require an "open plan" floor plan. Retention of the entire Brannan Street parapet would render the third-story office space less desirable than with the project, because views from the Brannan Street windows would be partially

obstructed by the parapet. Further, the project sponsor believes that the construction of multiple setbacks would increase one-time construction costs and long-term maintenance costs because of the need for additional levels of waterproofing and roofing that could stand up to pedestrian traffic when used as terraces. In addition, the project sponsor does not believe that this alternative is economically feasible because the reduced office space would reduce rental income that could be obtained from the building, in particular from the third and fourth floors.

The project sponsor has rejected the variant to Alternative C because, while it would offer better views from the third-story office space, the sponsor believes that raising the height of the third floor would be economically infeasible since it would not permit retention of the existing wood columns at the building's second story. Instead, since it would require that the level of the third floor (essentially, the existing roof) be raised approximately 2.5 feet above that proposed with the project and with Alternative C, this variant would require replacement of all of the second-story columns. This variant also would add to the cost of the building's exterior materials, since it would increase the height of the exterior "skin" by 2.5 feet. The sponsor believes this variant would also result in the same shortcomings (other than obstructed views) as described above for Alternative C.

D. ALTERNATIVE D: SEISMIC UPGRADE, OFFICE AND LIVE/WORK USE, NO REZONING

This alternative would include seismic upgrade in a manner similar to that proposed with the project, and in accordance with the City's Unreinforced Masonry Building Ordinance. It would add two stories, as would the project, and would remodel the existing building for office use, with the top floor converted to live/work space. Under this alternative, the building would be 55 feet tall, compared to 58 feet with the project. The Brannan Street parapet would be trimmed by about 2.5 feet, as with the project. This alternative would not require rezoning to increase the height limit, as the SSO Use District permits an additional five feet beyond the existing 50-foot height limit, if the upper story is occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

Because this alternative would include less office space, it assumes that the lower level of the two-story addition would be built to the lot line on both the north (Brannan Street) and west facades. This alternative would require the owner of the building to the west of the project site to eliminate the windows that currently exist in the eastern facade of that building. The top floor, which would be in live-work use, would include setbacks similar to those proposed with the project, potentially with open space for tenants of the live-work units on the roof of the third office level.

This alternative would include a total of about 192,000 gross square feet (gsf) of office space, about 49,000 gsf less than with the project. Live-work space would total about 57,000 gsf, with about 48 units, each averaging about 1,200 gsf. Therefore, the total gross floor area would be about 249,000 sq. ft., or about 2 percent greater than that with the project. Parking would be constructed in the basement in the

same manner and number (270 spaces with valet operations) as with the proposed project, and this alternative would include a small cafe on the ground floor, as would the project.

This alternative could have a greater effect on historic architectural resources than the proposed project, since it would result in construction of an additional story at the lot line. On the principal Brannan Street frontage, this could result in somewhat greater diminution of the importance of the existing facade, since the addition would be clearly visible from the sidewalk on the project side of Brannan Street. As with the project, this would be considered a significant effect, albeit greater in degree. Design solutions could reduce the effect, although not necessarily to a less-than-significant level.

Although the total gross floor area with this alternative would be about 2 percent greater than that with the proposed project, p.m. peak-hour trip generation would be about 4 percent less than with the project, because live-work units generate less traffic than office space, and effects on traffic and transit would be less than significant, as with the project. Secondary effects of traffic, such as generation of criteria air pollutants and traffic noise, would be incrementally less than with the project; as with the project, these effects would not be significant.

On-site office employment would be less than with the project, but this alternative would result in persons living in the 475 Brannan Street building, which would not occur under the project. The overall intensity of use would be comparable. Because the site is within an area that includes both office and live-work uses, this alternative, while different than the project, would not be incompatible with existing nearby uses.

Because the overall nature and intensity of development would be similar to that of the project, other effects would be similar to those of the proposed project, including effects on visual quality, utilities/public services, biology, geology/topography, water, energy, hazards, and archaeological resources, and effects of construction on noise and air quality. As with the proposed project, these effects would be less than significant, with mitigation.

The project sponsor has rejected this alternative because it would not achieve the project sponsor's goal of maximizing the modern office space available to the multimedia industry at this site, fully accessible to all persons, and with on-site parking.

E. ALTERNATIVE E: SEISMIC UPGRADE, NEW CONSTRUCTION, LIVE-WORK USE, NO REZONING

This alternative would involve a similar construction program to that proposed for the project, but the entire building, including the existing building plus the two-story addition, would be devoted to live/work lofts. There would be no office or retail space, and no freight loading dock. Under this alternative, the building would be 55 feet tall, compared to 58 feet with the project. This alternative would not require rezoning to increase the height limit, as the SSO Use District permits an additional five

feet beyond the existing 50-foot height limit, if the upper story is occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

This alternative would include about 200 live/work units, averaging about 1,200 square feet each. About 7,300 square feet of usable open space would provided, as required by Planning Code Section 818.06, in a combination of balconies and rooftop decks. Parking would be provided in the basement, as with the project (270 spaces with valet operations).

Under this alternative, the lower level of the two-story addition would be built to the lot line on both the north (Brannan Street) and west facades in order to maximize the number of live/work units. This would require that the owner of the live/work building to the west of the project site to eliminate the windows that currently exist in the eastern facade of that building. Under this alternative, the top floor of the project building, which would be in live/work use, would include setbacks similar to those proposed with the project, potentially with open space for tenants of the live/work units on that floor on the roof of the third level of the building.

This alternative would have similar effects on historic architectural resources as would the proposed project, since the height and mass of the two-story addition would be similar to that with the project. The Brannan Street parapet would be trimmed by about 2.5 feet, as with the project. Specific design features, including treatment of the Brannan Street pedestrian entrance, could differ from that proposed with the project.

Trip generation in the p.m. peak-hour would be about 33 percent less than with the project, because live-work units generate less traffic than office space, and effects on traffic and transit would be less than significant, as with the project. Secondary effects of traffic, such as generation of criteria air pollutants and traffic noise, would also be less than with the project; as with the project, these effects would not be significant.

This alternative would not include any office employment, but occupants of the live/work units would work there; it is anticipated that the level of employment would be less than with the project, since many live/work businesses are manned by individuals or small staffs. Because the site is within an area that includes both office and live-work uses, this alternative, while different than the project, would not be incompatible with existing nearby uses.

Other effects related to physical development of this alternative (visual quality, biology, geology/topography, water, energy, hazards, and archaeological resources, and effects of construction on noise and air quality) would be similar to those of the proposed project, since the building program would be similar. With a number of smaller live/work studios and with the site occupied throughout the day and night, demand for utilities/public services could be incrementally greater than with the project. As with the proposed project, these effects would be less than significant, with mitigation.

The project sponsor has rejected this alternative because it would not achieve the project sponsor's goal of maximizing the modern office space available to the multimedia industry at this site, fully accessible to all persons, and with on-site parking.

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564 Howard Street
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Valerie Hersey
Munsell Brown
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The Jefferson Company
3652 Sacramento Street
San Francisco, CA 94118

Jones Lang Wootton
710 One Embarcadero Center
San Francisco, CA 94111
Attn: Sheryl Bratton

Kaplan/McLaughlin/Diaz
222 Vallejo Street
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Attn: Jan Vargo

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Attn: Dale Carleson

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Attn: Thomas N. Foster

Royal Lepage Commercial Real Estate Svcs.
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San Francisco, CA 94111
Attn: Richard Livermore

San Francisco Beautiful
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San Francisco, CA 94104
Attn: Donna Casey, Exec. Director

San Francisco Chamber of Commerce
465 California Street
San Francisco, CA 94104

San Francisco Building & Construction
Trades Council
2660 Newhall Street, #116
San Francisco, CA 94124-2527
Attn: Stanley Smith

S.F. Convention & Visitors Bureau
201 - 3rd Street, Suite 900
San Francisco, CA 94103
Attn: John Marks, Executive Director

San Francisco Labor Council
660 Howard Street
San Francisco, CA 94105
Attn: Walter Johnson

San Franciscans for Reasonable Growth
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San Francisco, CA 94110
Attn: David Jones

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Shartsis Freise & Ginsburg
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Attn: Dave Kremer

Skidmore, Owings & Merrill
333 Bush Street
San Francisco, CA 94104
Attn: John Kriken

Solem & Associates
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San Francisco, CA 94105
Attn: Olive Lewis

Square One Film & Video
725 Filbert Street
San Francisco, CA 94133

Steefel, Levitt & Weiss
199 - 1st Street
San Francisco, CA 94105
Attn: Robert S. Tandler

Tenants and Owners Development Corp.
230 - Fourth Street
San Francisco, CA 94103
Attn: John Elberling

Sustainable San Francisco
P.O. Box 460236
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TRI
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Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102
Attn: Bill Shiffman

Leland S. Meyerzone
KPOO - FM
P.O. Box 6149
San Francisco, CA 94101

San Francisco Bay Guardian
2700 - Nineteenth Street
San Francisco, CA 94110
Attn: Daniel Zoll, City Editor

San Francisco Business Times
275 Battery Street, Suite 940
San Francisco, CA 94111
Attn: Real Estate Editor

San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103
Attn: City Desk

San Francisco Examiner
P.O. Box 7260
San Francisco, CA 94120
Attn: Gerald Adams

San Francisco Independent
1201 Evans Avenue
San Francisco, CA 94124
Attn.: City Desk

The Sun Reporter
1366 Turk Street
San Francisco, CA 94115

Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102
Attn: Rob Waters

NEIGHBORING PROPERTY OWNERS AND OCCUPANTS

440 Brannan Street Associates
926 Lombard Street
San Francisco, CA 94133-2218

Occupant
440 Brannan Street
San Francisco, CA 94107

Occupant
70 Zoe Street #100
San Francisco, CA 94107

Occupant
70 Zoe Street #101
San Francisco, CA 94107

Occupant
70 Zoe Street #200-1
San Francisco, CA 94107

Occupant
70 Zoe Street #200-2
San Francisco, CA 94107

Occupant
70 Zoe Street #200-3
San Francisco, CA 94107

Occupant
70 Zoe Street #201
San Francisco, CA 94107

Occupant
70 Zoe Street #201A
San Francisco, CA 94107

Herbert Hotchner et. al.
6570 George Washington Mem Hwy
Gloucester, VA 23061-3717

Occupant
444 Brannan Street
San Francisco, CA 94107

Martin Harband et. al.
575 Pepper Avenue
Burlingame, CA 94010-6437

Occupant
454 Brannan Street
San Francisco, CA 94107

Occupant
458 Brannan Street
San Francisco, CA 94107

Keil Sonoma Corp
244 Kearny Street
San Francisco, CA 94108-4507

Occupant
466 Brannan Street
San Francisco, CA 94107

Occupant
460 Brannan Street
San Francisco, CA 94107

Roger Gershman et. al.
5 Lusk Street
San Francisco, CA 94107-1730

Brannan Acquisition Ptshp
337 S. Cedros Avenue #G
Solana Beach, CA 92075-1951

Occupant
475 Brannan Street
San Francisco, CA 94107

Paul Dittmeier et. al.
601 4th Street #101
San Francisco, CA 94107-1640

Erin Carson et. al.
601 4th Street #102
San Francisco, CA 94107-1640

Mr. & Mrs. Cedomir Butina
601 4th Street #104
San Francisco, CA 94107-1640

Noel Natividad et. al.
601 4th Street #105
San Francisco, CA 94107-1640

Mr. & Mrs. Sean Miranda
601 4th Street #106
San Francisco, CA 94107-1640

Occupant
601 4th Street #107
San Francisco, CA 94107

Julie Hsu et. al.
601 4th Street #108
San Francisco, CA 94107-1640

Galina Pulwers et. al.
601 4th Street #109
San Francisco, CA 94107-1640

Christine Broderick et. al.
601 4th Street #111
San Francisco, CA 94107-1635

Christopher Grubbs et. al.
601 4th Street #112
San Francisco, CA 94106-1635

Sandy Lee et. al.
601 4th Street #113
San Francisco, CA 94107-1635

Occupant
601 4th Street #114
San Francisco, CA 94107-1635

Judith Mattingly et. al.
601 4th Street #115
San Francisco, CA 94107-1635

Martin Bayer et. al.
601 4th Street #116
San Francisco, CA 94107-1635

Barbara Thompson et. al.
601 4th Street #117
San Francisco, CA 94107-1635

Tiffany Welker et. al.
601 4th Street #118
San Francisco, CA 94107-1635

Mr. & Mrs. Michael Grenier
601 4th Street #119
San Francisco, CA 94107-1635

Mr. & Mrs. John Ferrera
601 4th Street #120
San Francisco, CA 94107-1635

Ron Newman et. al.
601 4th Street #123
San Francisco, CA 94107-1635

James Arra et. al.
601 4th Street #124
San Francisco, CA 94107-1635

Mr. & Mrs. Paul Segal
8 Hidalgo Ter
San Francisco, CA 94103-2213

Occupant
601 4th Street #125
San Francisco, CA 94107

Jaime Smith et. al.
601 4th Street #126
San Francisco, CA 94107-1635

Stephen Chin et. al.
601 4th Street #127
San Francisco, CA 94107-1635

Roger Lee et. al.
601 4th Street #128
San Francisco, CA 94107-1635

Stephanie Reynolds et. al.
601 4th Street #129
San Francisco, CA 94107-1635

Mr. & Mrs. Jeffrey Varacalli
1940 Stockton Street #102
San Francisco, CA 94133-2457

Occupant
601 4th Street #201
San Francisco, CA 94107

Edmund Marinucci et. al.
3640 Buchanan Street
San Francisco, CA 94123-1709

Occupant
601 4th Street #202
San Francisco, CA 94107

Gail Gannon et. al.
601 4th Street #203
San Francisco, CA 94107-1641

John Pope et. al.
601 4th Street #204
San Francisco, CA 94107-1641

Charles Crockett et. al.
601 4th Street #205
San Francisco, CA 94107-1641

Sally Allemang et. al.
601 4th Street #206
San Francisco, CA 94107-1641

Jean Le Roch et. al.
601 4th Street #207
San Francisco, CA 94107-1641

Marsha Drayer et. al.
601 4th Street #208
San Francisco, CA 94107-1641

David Cover et. al.
601 4th Street #209
San Francisco, CA 94107-1641

Michael Cruz et. al.
601 4th Street #210
San Francisco, CA 94107-1641

Mr. & Mrs. Benedetto Bongiorno
601 4th Street #211
San Francisco, CA 94107-1635

Mr. & Mrs. Benedetto Bongiorno
601 4th Street #212
San Francisco, CA 94107-1635

Mr. & Mrs. Robert Hurlbut
601 4th Street #213
San Francisco, CA 94107-1635

Sandra Webster et. al.
95 5th Avenue
San Francisco, CA 94118-1307

Occupant
601 4th Street #214
San Francisco, CA 94107

Mark Paine et. al.
601 4th Street #215
San Francisco, CA 94107-1635

James Garfield et. al.
601 4th Street #216
San Francisco, CA 94107-1635

Paul Thomas et. al.
601 4th Street #217
San Francisco, CA 94107-1635

Hubertus Engelbrechten et. al.
601 4th Street #219
San Francisco, CA 94107-1635

Marc Pearl et. al.
601 4th Street #220
San Francisco, CA 94107-1635

Anndo Davis et. al.
601 4th Street #221
San Francisco, CA 94107-1635

Emmett Velten et. al.
601 4th Street #223
San Francisco, CA 94107-1635

Bryan Andrzejewski et. al.
601 4th Street #223
San Francisco, CA 94107-1635

James Vanhorn et. al.
601 4th Street #224
San Francisco, CA 94107-1635

Kevin Angel et. al.
601 4th Street #225
San Francisco, CA 94107-1635

Gregory Montana et. al.
601 4th Street #226
San Francisco, CA 94107-1635

Mr. & Mrs. F.B. Fuller
601 4th Street #227
San Francisco, CA 94107-1635

Jamie Zawinski et. al.
601 4th Street #228
San Francisco, CA 94107-1635

Billy Prendergast et. al.
601 4th Street #229
San Francisco, CA 94107-1635

Mr. & Mrs. Gerald Bybee
601 4th Street #PH1
San Francisco, CA 94107-1635

Occupant
601 4th Street #301
San Francisco, CA 94107

Mr. & Mrs. David Sadofski
947 N Martel Avenue
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Occupant
601 4th Street #302
San Francisco, CA 94107

Mr. & Mrs. Steven Corrigan
601 4th Street #303
San Francisco, CA 94107-1642

Patrick Baker et. al.
601 4th Street #305
San Francisco, CA 94107-1642

Daniel Tan et. al.
601 4th Street #306
San Francisco, CA 94107-1635

Marla Beaman et. al.
PO Box 77666
San Francisco, CA 94107-0666

Occupant
601 4th Street #307
San Francisco, CA 94107

Jeremy Postaer et. al.
601 4th Street #308
San Francisco, CA 94107-1635

Roxanne Harris et. al.
601 4th Street #309
San Francisco, CA 94107-1635

Mark McCoy et. al.
1204 Harrison Avenue
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Occupant
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Elizabeth Wisner et. al.
1524 38th Street
Sacramento, CA 95816-6712

Occupant
601 4th Street #311
San Francisco, CA 94107-1635

Cheryll Buchynski et. al.
601 4th Street #312
San Francisco, CA 94107-1635

Mr. & Mrs. Dov Grunschlag
601 4th Street #313
San Francisco, CA 94107-1635

1988 Schein Trust
601 4th Street #314
San Francisco, CA 94107-1635

Occupant
601 4th Street #315
San Francisco, CA 94107-1635

Paul Haeberli et. al.
601 4th Street #316
San Francisco, CA 94107-1635

Margie Herron et. al.
601 4th Street #317
San Francisco, CA 94107-1635

Mr. & Mrs. Patrick Dugan
601 4th Street #319
San Francisco, CA 94107-1635

Tom Donald et. al.
601 4th Street #320
San Francisco, CA 94107-1635

B.J. Lymberg et. al.
601 4th Street #321
San Francisco, CA 94107-1635

Mitchell Weiss et. al.
601 4th Street #322
San Francisco, CA 94107-1635

Michael Carney et. al.
601 4th Street #323
San Francisco, CA 94107-1635

Mr. & Mrs. Lowell Herrero
601 4th Street #324
San Francisco, CA 94107-1635

Christopher Slattery et. al.
601 4th Street #325
San Francisco, CA 94107-1635

John Lamberson et. al.
601 4th Street #326
San Francisco, CA 94107-1635

Alberto Solis et. al.
601 4th Street #327
San Francisco, CA 94107-1635

Mart Wilson et. al.
601 4th Street #PH2
San Francisco, CA 94107-1635

Zweig Arnstein et. al.
38 Lusk Street #1
San Francisco, CA 94107-1717

John Duncan et. al.
38 Lusk Street #2
San Francisco, CA 94107-1717

Ann Fehrenbacher et. al.
38 Lusk Street #3
San Francisco, CA 94107-1717

Andrew Fisher et. al.
38 Lusk Street #5
San Francisco, CA 94107-1717

Asya Kamsky et. al.
38 Lusk Street #6
San Francisco, CA 94107-1717

Occupant
435 Brannan Street #100
San Francisco, CA 94107

Occupant
435 Brannan Street #101-1
San Francisco, CA 94107

Occupant
435 Brannan Street #101-2
San Francisco, CA 94107

Occupant
435 Brannan Street #201
San Francisco, CA 94107

Occupant
435 Brannan Street #202
San Francisco, CA 94107

Occupant
435 Brannan Street #203
San Francisco, CA 94107

Occupant
435 Brannan Street #204
San Francisco, CA 94107

Occupant
435 Brannan Street #205-1
San Francisco, CA 94107

Occupant
435 Brannan Street #205-2
San Francisco, CA 94107

Occupant
435 Brannan Street #206
San Francisco, CA 94107

Occupant
435 Brannan Street #209-1
San Francisco, CA 94107

Occupant
435 Brannan Street #209-2
San Francisco, CA 94107

Occupant
435 Brannan Street #211
San Francisco, CA 94107

Occupant
435 Brannan Street #214-1
San Francisco, CA 94107

Occupant
435 Brannan Street #214-2
San Francisco, CA 94107

Occupant
435A Brannan Street
San Francisco, CA 94107

Daniel Friedlander et. al.
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Occupant
292 Townsend Street
San Francisco, CA 94107

Paulsen Family Trust
1680 Stanford Avenue
Menlo Park, CA 94025-5757

CHAPTER VIII

APPENDICES

APPENDIX A: Initial Study

APPENDIX B: Historic Architectural Resources

APPENDIX C: Transportation

APPENDIX A: INITIAL STUDY

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: February 7, 1997

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Joy Navarrete **Telephone:** (415) 558-6382

Project Title: 97.470E: 475 Brannan Street **Project Sponsor:** SKS Brannan Associates, LLC
Contact Person: Daniel R. Kingsley

Project Address:	475 Brannan Street, near Fourth Street
Assessor's Block and Lot:	Block 3787, Lot 31
City and County:	San Francisco

Project Description: Seismic renovation and expansion of an existing office building (former warehouse), with addition of parking. The project would add two stories to an existing two-story-plus-basement building, increasing floor area from approximately 213,000 gross square feet (gsf) to about 243,500 gsf. Office space would increase from 180,000 gsf to 241,000 gsf, and a portion of the ground floor would contain approximately 2,500 gsf of retail space. An existing 71,100-gsf basement would be converted to a parking garage for about 160 vehicles. Off-street loading space would be provided through a new loading dock constructed on the east side of the building and accessible from Brannan Street via a private on-site alley.

The proposed project would require a rezoning of the existing 50-foot height limit to 65 feet to permit construction of the project, which would be up to about 58 feet in height. The rezoning must be approved by the Board of Supervisors. The project would require approval under City Planning Code Section 321, the Office Development Annual Limit.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: February 27, 1998.
An appeal requires: 1) a letter specifying the grounds for appeal, and;
2) a $209.00 filing fee.

HILLARY E. GITELMAN, Environmental Review Officer

ER5 6/85

475 BRANNAN STREET
INITIAL STUDY
97.470E

I. PROJECT DESCRIPTION

The project site is in the South of Market area of San Francisco, on the south side of Brannan Street, between Third and Fourth Streets (see Figure 1).[1] The approximately 81,200-square-foot site consists of Lot 31 of Assessor's Block 3787, and is currently occupied by a two-story office structure, originally constructed as a warehouse.

The project would renovate, seismically strengthen, and expand the existing building by construction of a two-story addition that would increase the height of the existing building by approximately 23 feet, measured to the roof, from approximately 35 feet to approximately 58 feet. Measured from the existing parapet to the proposed parapet, which is the height apparent to observers from Brannan Street, the increase would be just over 21 feet, from about 39.25 feet to about 60.5 feet. The project sponsor intends that the renovated and expanded building provide office space for businesses in the information technology fields, potentially including multimedia, software and internet-related firms.

The project would increase the gross floor area of the building from approximately 213,000 gross square feet (gsf) to about 243,500 gsf.[2] Office space would increase from about 180,000 gsf to about 241,000 gsf. The ground floor would include an approximately 2,500-gsf retail storefront, which would replace one of two existing freight loading doors. This storefront could be occupied by a daytime specialty coffee and sandwich shop (serving food prepared off-site). The sponsor would provide an outdoor seating area of about 400 square feet in an adjacent private alley outside the retail storefront, intended to meet the project's Planning Code requirement for publicly accessible open space, pursuant to City Planning Code Sec. 135.3. In addition, the project would include an interior ground-floor private courtyard of approximately 7,400 square feet, which would be open to the sky as a four-story east-west trending light well in the eastern half of the building (see Figure 2, p. 4).

The two-story addition would be set back 10 feet from the north (Brannan Street) property line, and 20 feet from the west property line, where the project site adjoins a site occupied by a live/work loft building at 601 4th Street (see Figure 3, p. 5).

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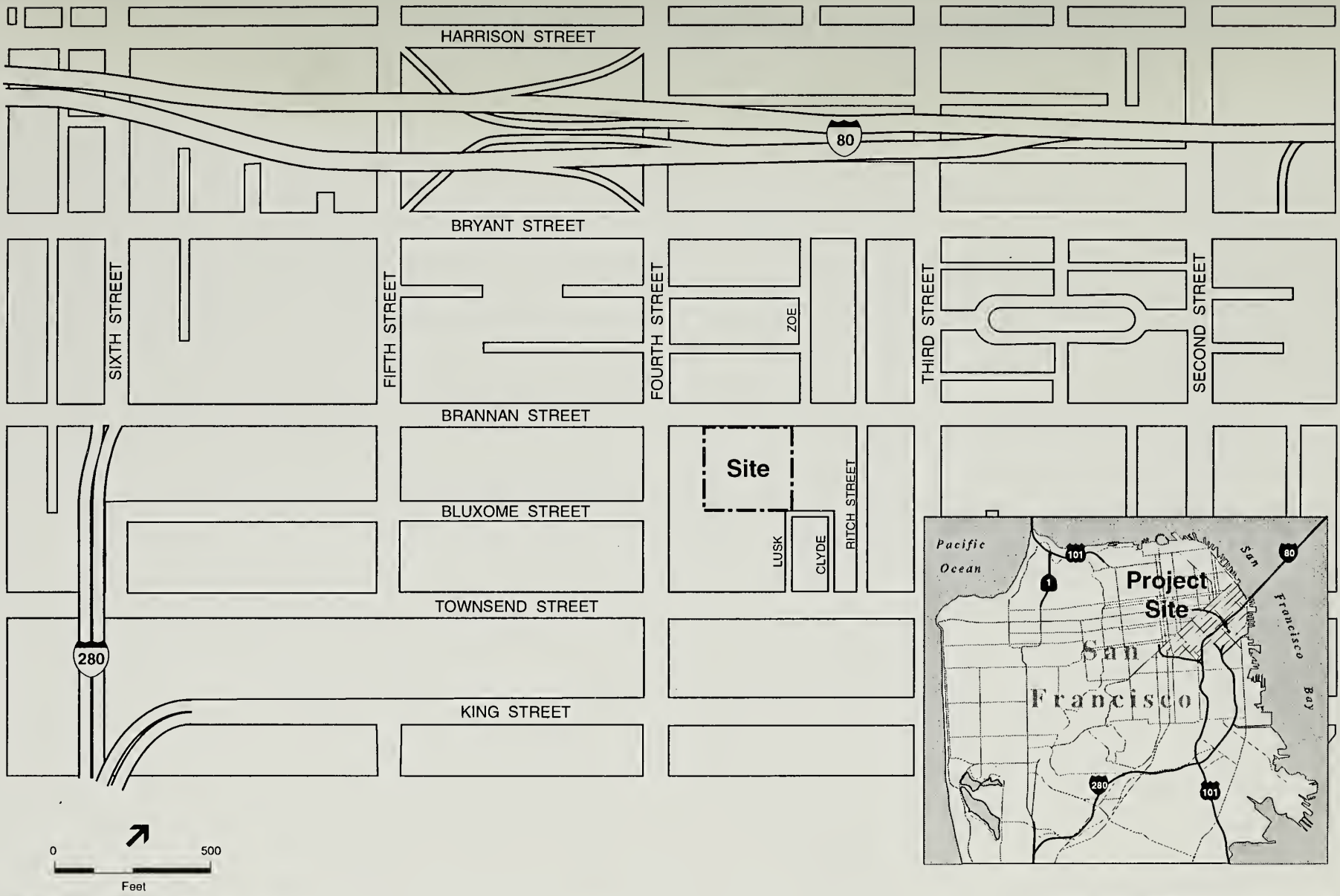
[1] For descriptive purposes, Brannan Street is considered to run east-west, forming the project site's northern boundary, and Third and Fourth Streets are considered to run north-south.

[2] Gross floor area is the area of the building applicable to floor area ratio (FAR) calculations and is also used in the calculation of permitted office space under Sections 321 and 322 of the City Planning Code (Office Development Annual Limit). Gross floor area excludes certain portions of the building, such as accessory parking and loading space, and mechanical and building storage space. Total square footage would increase from about 213,500 square feet to about 322,000 square feet.

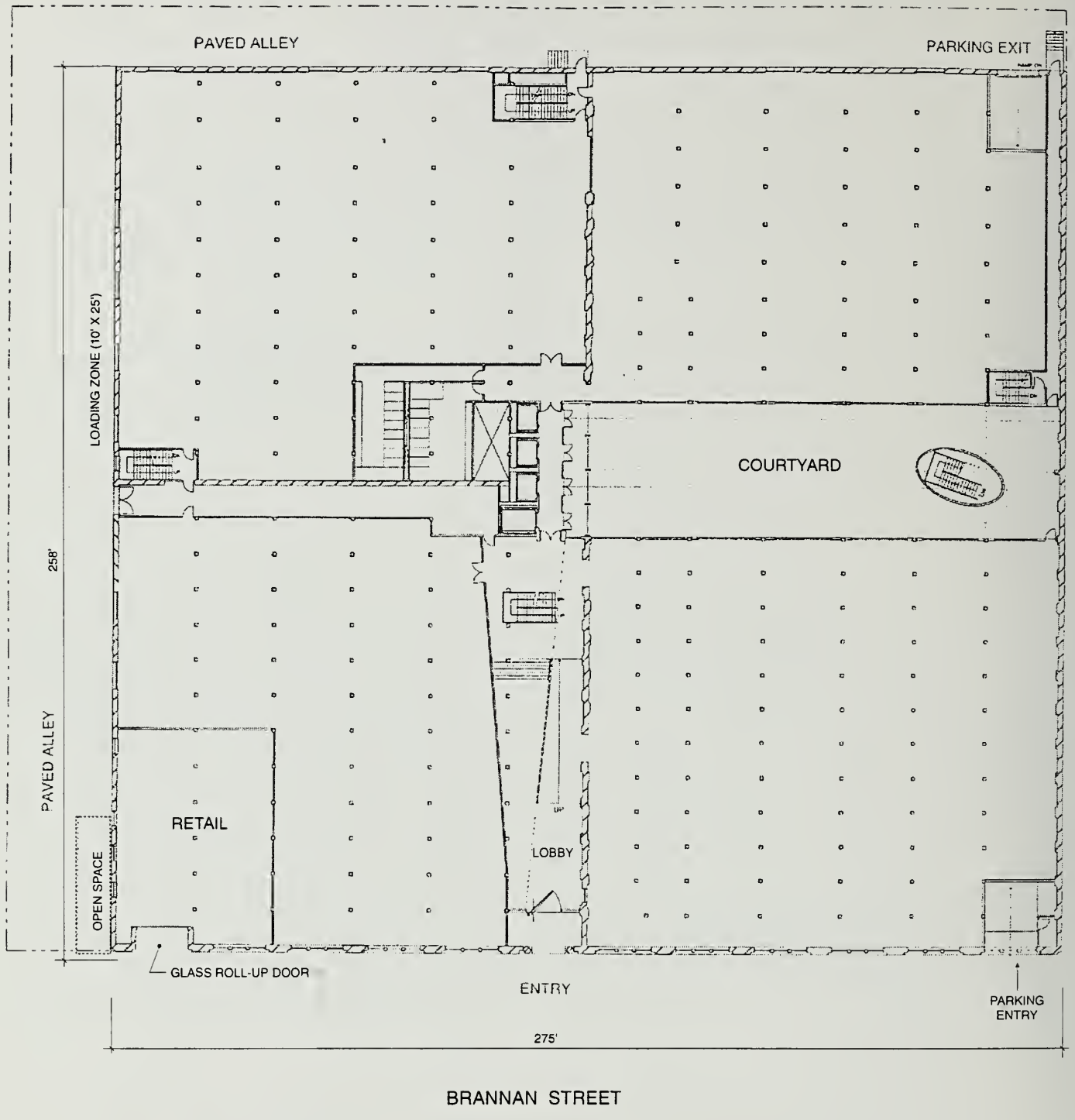
* Derived from State EIR Guidelines, Appendix G, normally significant effect.



97.470E: 475 Brannan Street / ESA 970355 ■

SOURCE: Environmental Science Associates

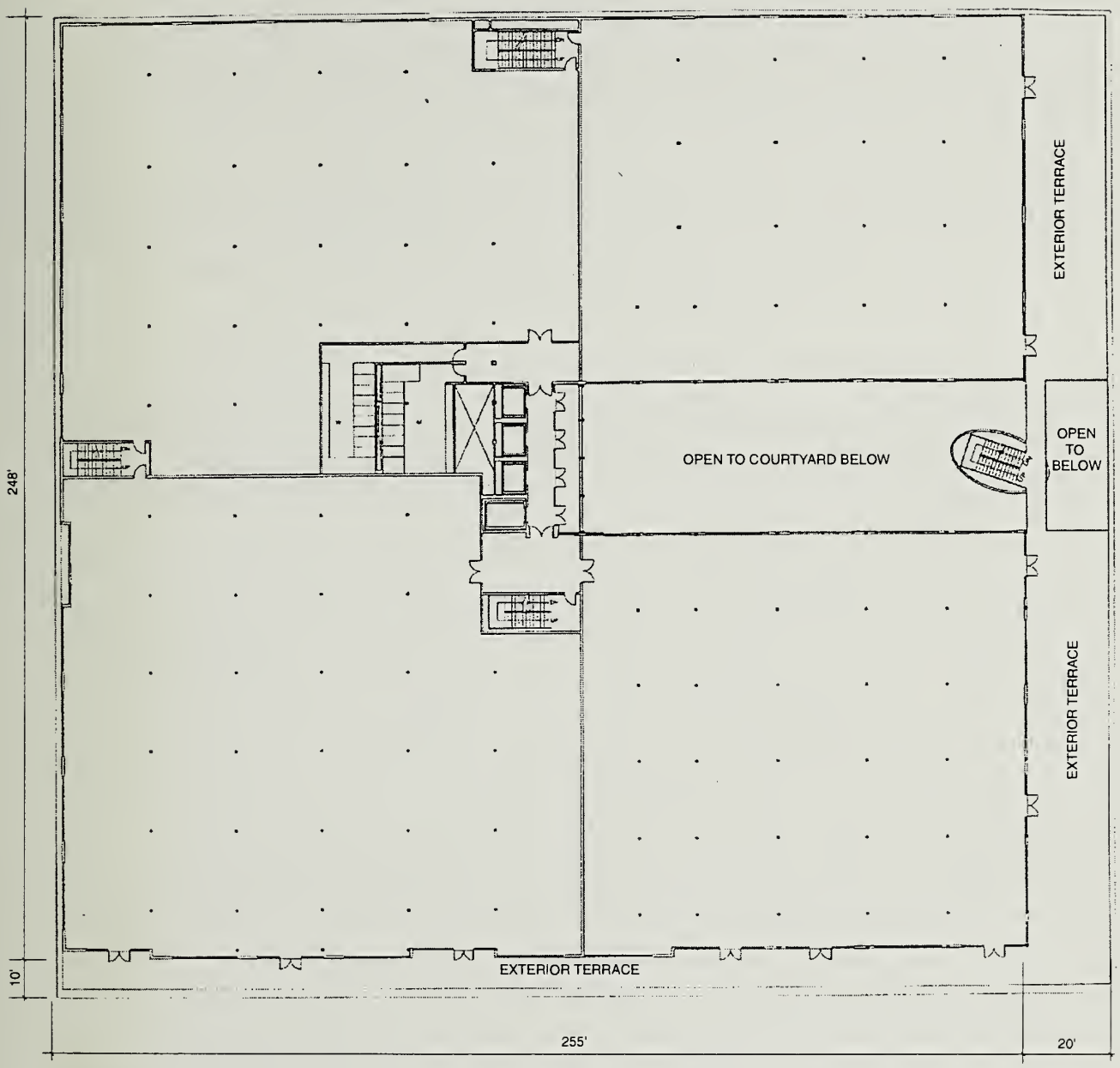
Figure 1
Project Location

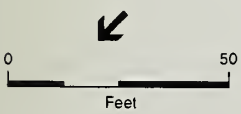


SOURCE: PFAU Architecture

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 2
Ground Floor Plan





SOURCE: PFAU Architecture

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 3
Third Floor Plan
(Proposed Two-story Addition)

The existing two-story-plus-basement building is constructed of unreinforced masonry (brick) walls with a heavy timber frame and floors. The proposed addition would be finished with industrial-style corrugated and galvanized sheet metal. The principal Brannan Street facade of the addition would have single-story horizontally oriented, aluminum sash windows (see Figure 4). As part of the project, the sponsor proposes to reduce the height of the existing parapet on the Brannan Street frontage from 6.5 feet to 4 feet to minimize the height of the proposed building.

The primary pedestrian entrance would remain on Brannan Street. The existing stairs up from the street would be replaced with a deeply recessed entrance including stairs and a wheelchair ramp. This entry way would lead to an elevator lobby in the center of the ground floor. Emergency pedestrian exit doorways would be provided in the east and south building facades.

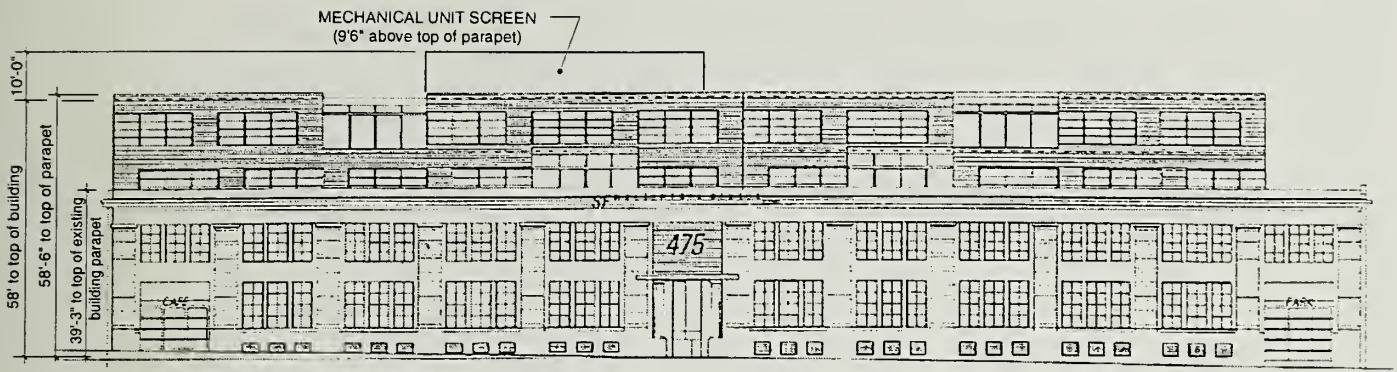
The existing 71,100-gsf basement would be converted to a parking garage for about 160 vehicles (if independently accessible), including seven disabled-accessible spaces. A minimum of eight bicycle parking spaces would be provided. The sponsor proposes to operate the parking garage with valet parking, to provide about 270 spaces, most of which would be available to building tenants and other users on a monthly basis.

Access to the basement parking garage would be from Brannan Street, via a new driveway and ramp at the west end of the project's Brannan Street (north) frontage. The garage exit would be through a similar new ramp and driveway at the west end of the project's rear frontage, where the project site includes a 16.5-foot-wide strip of land that is currently a paved, privately owned alley used for surface parking. This alley connects to Lusk Street, an existing street that would provide access to Townsend Street for vehicles departing the garage, and also connects to an existing 20-foot paved, privately owned alley between the building and the eastern property line, which would provide access to Brannan Street for departing vehicles (see Figure 5, p. 8).

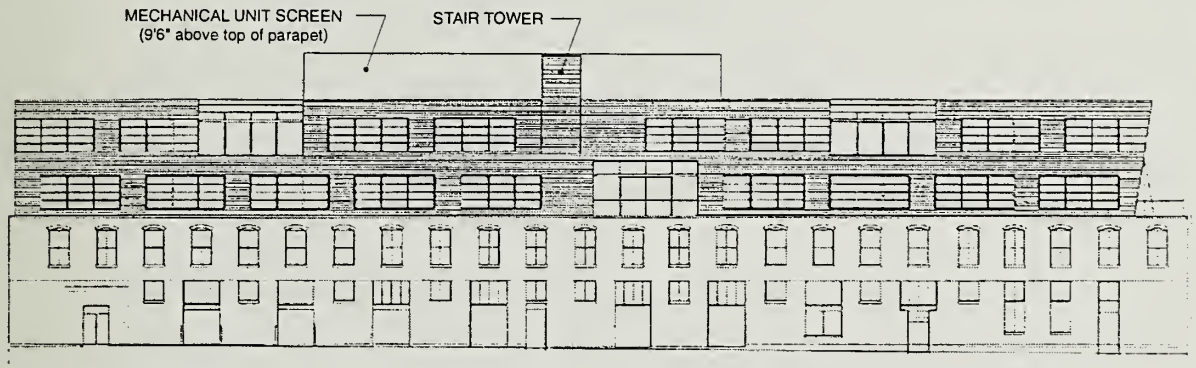
The existing building provides 22 outdoor parking spaces adjacent to the east side of the building and two enclosed freight loading spaces. These parking and loading spaces would be eliminated with the project. The project sponsor currently leases an additional approximately 35 parking spaces in a surface lot across Brannan Street, and this arrangement would be terminated once the existing tenant vacates the building. One new off-street loading space would be provided through a new loading dock constructed on the east side of the building and accessible from Brannan Street via the 20-foot private side alley.

The project would include seismic strengthening in accordance with Section 4303.2 of the San Francisco Building Code. The existing spread footing foundation would be retained. Twenty-two footings would require underpinning. Approximately 960 cubic yards of soil would be excavated for drilled caissons (piers), to a depth of about 60 feet. Nine new foundations would be installed for seismic bracing. Approximately 2,280 cubic yards would be excavated for the new foundations, to a depth of up to about 6 feet. No pile driving is proposed. Total excavation would be approximately 3,240 cubic yards.

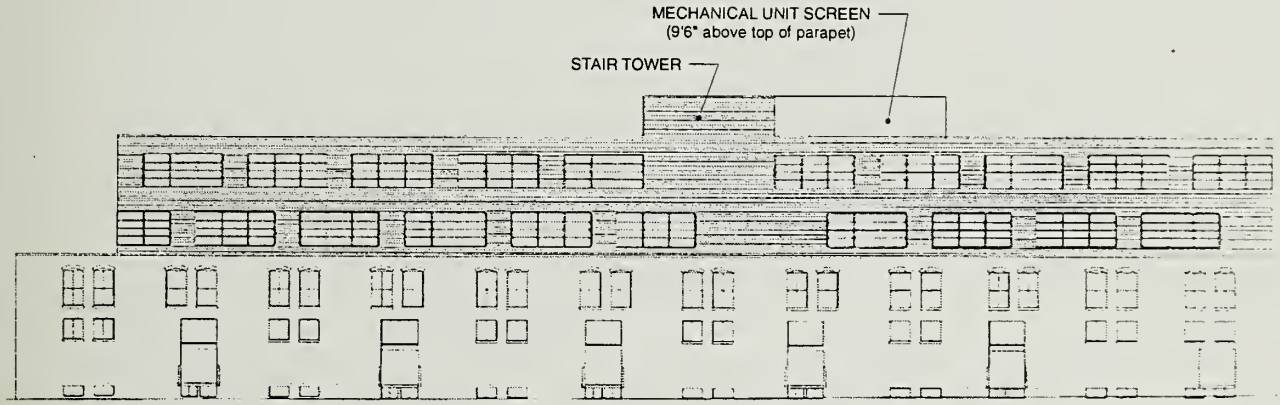
* Derived from State EIR Guidelines, Appendix G, normally significant effect.



NORTH (BRANNAN STREET) ELEVATION



EAST ELEVATION



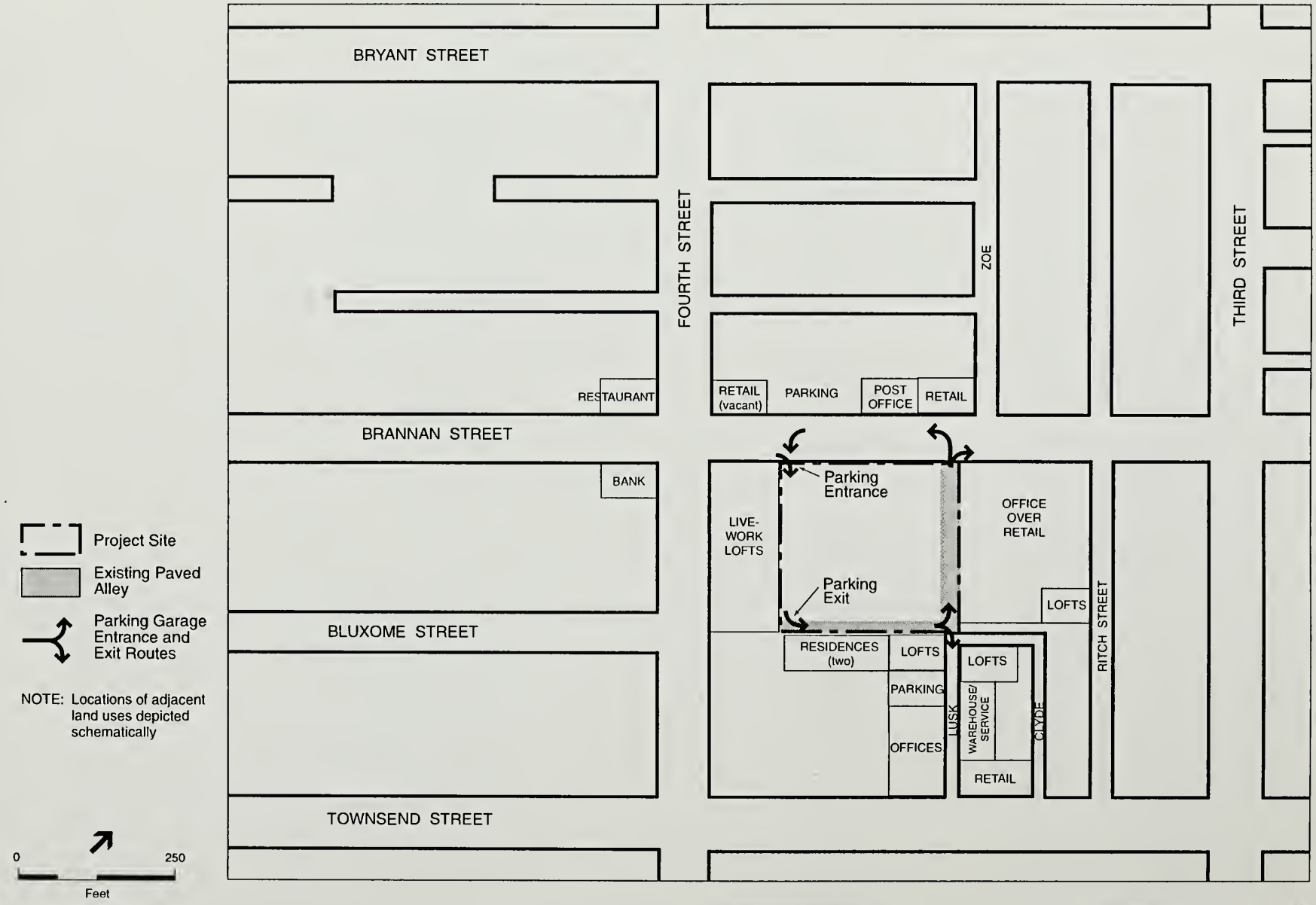
SOUTH (REAR) ELEVATION

0 50
Feet

SOURCE: PFAU Architecture

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 4
Proposed Building Elevations



SOURCE: Environmental Science Associates

97.470E: 475 Brannan Street / ESA 970355 ■

Figure 5
Parking Access Routes and Adjacent Land Uses

The existing building covers about 88 percent of the lot. With the proposed setbacks, the addition would cover about 89 percent of the building, and would be topped by a mechanical penthouse approximately in the center of the roof, set back 80 feet from Brannan Street. A 10-foot tall screen would enclose the mechanical equipment. The project's floor area ratio (FAR) would be 3.0:1. The project would also include a height reclassification for the site from the present height limit of 50 feet, to a proposed height limit of 65 feet. With the height change from 50 feet to 65 feet, the permitted FAR is 4.0:1.

Project construction would take about 11 months, with occupancy planned for late 1999.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The 475 Brannan Street project is examined in this Initial Study to identify potential effects on the environment. Two project-specific effects, impacts on transportation and on historic architectural resources, have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR).

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, visual quality, population, noise, air quality, utilities/public services, biology, geology/topography, water, energy, hazards, and archaeological resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Discussed	Not Applicable
1) Discuss any variances, special authorizations, or Changes proposed to the City Planning Code or Zoning Map, if applicable.	X	
* 2) Discuss any conflicts with any adopted environmental Plans and goals of the City or Region, if applicable.	X	X

The San Francisco Planning Code, which incorporates by reference the City Zoning Maps, governs permitted uses, densities and configuration of buildings within San Francisco. Permits to construct new buildings or to alter or demolish existing ones may not be issued unless the proposed project conforms to the Code or an exception is granted pursuant to provisions of the Code.

The project site is within a SSO (Service-Secondary Office) Use District. The Planning Code states that the SSO District "is designed primarily to accommodate small-scale light industrial, home and business

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

services, arts activities, live/work units, and small-scale professional office space and large-floor-plate 'back office' space for sales and clerical work forces. . . . Office, general commercial, most retail, service and light industrial uses are principal permitted uses." (Section 818)

The project site is within a 50-X Height and Bulk District (50-foot maximum height limit, no bulk limit), and would require a rezoning to a height limit of 65 feet to permit construction of the 58-foot-tall project. The rezoning must be approved by the Planning Commission and the Board of Supervisors. If the rezoning were approved, the project would be within the 4.0:1 floor area ratio of a 65-X height and bulk district. The proposed rezoning would expand an existing 65-X height and bulk district that covers the southern half of the block containing the project site and extends between Bluxome and Townsend Streets, from Third Street west to Eighth Street. The remainder of the project vicinity is generally within a 50-X height and bulk district, with the exception of the northwestern portion of the block bounded by Fifth, Brannan, Fourth, and Townsend Streets, which is within a 65-X height and bulk district.

Zoning in the vicinity is SSO (Service/Secondary Office) to the west and SLI (Service/Light Industry) to the north, east and south. One block south is a C-M (Heavy Commercial) district, and there is a M-2 (Heavy Industrial) District south of that, which includes the Caltrain station. The SPD (South Park District) is to the northeast. To the north is a P (Public Use) District containing the I-80 skyway, and other smaller P districts are also nearby, including South Park itself. The height limit in the vicinity is generally 50 feet, although there is a 65-foot height limit on the southern portion of the project block.

As an office project, the project would be subject to various applicable sections of the City Planning Code, including provision of a transportation demand management program and transportation brokerage services (Sec. 163; applicable to office projects of more than 25,000 sq. ft. in an SSO District); the Office Affordable Housing Production Program (Sec. 313ff; applicable to office projects of more than 25,000 sq. ft.); and provision of child care facilities (Sec. 314ff; applicable to office projects of more than 50,000 sq. ft.). In addition, the project would be subject to the regulations concerning the annual limit on office construction (Secs. 321 and 322).[3] The project would require building permits, which would require review and approval by the Planning Department and Department of Building Inspection.

Environmental plans and policies, like the *'97 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City and County of San Francisco *General Plan* provides general policies and objectives to guide land use decisions. The proposed project is within that part of San Francisco covered by the South of Market Plan, an area plan contained within the *General Plan*. In general, potential conflicts with the *General Plan* are considered by the decisions-makers (normally the Planning Commission)

[3] The project would be subject to the Office Growth Limitation Ordinance (Ord. No. 414-85, as amended by Proposition M). There are two other office projects pending approval (246-250 Front Street, Case No. 96.643E, and One Second Street, Case No. 91.215BX).

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. The relationship of the proposed project to objectives and policies of the *General Plan* will be discussed in the EIR.

On November 4, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative, which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the *California Environmental Quality Act* (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the City Planning Commission under Planning Code Section 321 will contain the analysis determining whether the project is in conformance with the Priority Policies.

B. ENVIRONMENTAL EFFECTS

1 Land Use. Could the project:	Yes	No	Discussed
(a) Disrupt or divide the physical arrangement of an established community?	___	X	X
(b) Have any substantial impact upon the existing character of the vicinity?	___	X	X

Land uses adjacent to and near the project site are a mixture of office, retail, warehouse, service and light industrial uses and newer residential and live/work developments (see Figure 5, p. 8). West of the site is a live/work development containing 85 loft-style units in a former warehouse at 601 Fourth Street. Immediately south of the site are two buildings live/work lofts – one on either side of Lusk Street – and two new single-family homes, which are accessible from a driveway on the former railroad right-of-way that extends from Fourth and Townsend Streets. Retail, wholesale, and office uses are farther south on the project block. Smaller office, retail (including "outlet" stores) and wholesale uses and light manufacturing are to the east and southeast on the block, along with several new loft-style live/work units. Across Brannan Street to the north are retail and service uses, a former bank (now vacant) with surface parking, and a U.S. Post Office. The Caltrain San Francisco Terminal is one block southwest, at Fourth and Townsend Streets. East of the station, on the block south of the project block, is the San Francisco Recreational Vehicle Park. The Interstate 80 skyway is one and one-half blocks north, with on- and off-ramps at Fourth and Fifth Streets and Bryant (eastbound) and Harrison (westbound). On- and off-ramps for the Interstate 280 freeway are west of the site, at Sixth and Brannan Streets, and southwest of the site, on King Street west of Fifth Street.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project, a continuation and expansion of office use on the site, would be compatible with existing nearby uses. Among the goals of the South of Market Plan are to "protect and facilitate the expansion of industrial, artisan, home and business service, and neighborhood-serving retail and community service activities" and to "protect existing economic, social and cultural diversity." The South of Market Plan notes that office uses tend to be able to command higher rents than many industrial and service uses, and therefore designates relatively small areas at the southern and eastern portions of the South of Market Plan area as being acceptable for future office development. As implemented by the Planning Code, these areas are designated SSO Use Districts. The project site is within an area identified in both the South of Market Plan and the Planning Code as acceptable for office use.

2) Visual Quality. Could the project:	Yes	No	Discussed
* (a) Have a substantial, demonstrable negative aesthetic effect?	___	X	X
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
(c) Generate obtrusive light or glare substantially impacting other properties?	___	X	X

The proposed project would result in a visual change, since it would add two stories to an existing building, increasing its height by approximately 21 feet. The two-story addition would be finished in corrugated sheet metal, which would contrast with the brick façades of the existing two-story building, but would retain the building's industrial character. The principal Brannan Street façade of the addition would include large horizontally oriented windows, generally in keeping with the large window openings in the existing Brannan Street wall. The east and south façades would include smaller windows, which would contrast somewhat with the existing building. The west wall of the two-story addition would include windows and, on the third floor, doors that would open to an exterior terrace on the roof of the existing building and that would occupy the 20-foot setback between the proposed addition and the western property line. The Brannan Street wall of the addition would be would not be flat, but rather would consist of a series of planes angled from the vertical by several degrees. (Figure 4, p. 7, shows one such angle on the north side of the east elevation.) The project would generally retain the Brannan Street façade of the existing building, although it would remove the two existing loading doors, replacing one with a glass-fronted retail space and relocating the other to serve as an entrance to the basement parking garage. The project would also reduce the height of the existing Brannan Street parapet by about 2.5 feet. Because the project would not alter the overall industrial character of the existing building and would generally retain the existing principal façade, the project would not result in a substantial, demonstrable negative aesthetic effect.

The project's proposed 23-foot height increase would increase the bulk of the project building, which has the largest footprint of any building in the immediate vicinity, with the exception of the San Francisco Tennis Club at Fifth and Brannan Streets. However, the proposed setbacks, particularly on the principal

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Brannan Street façade, and the use of different exterior material for the two-story addition (corrugated metal versus the existing brick) would visually differentiate the addition from the existing structure and would reduce the visual impact of the expansion by reducing the overall building's apparent mass.

The increased height would result in the project building being among the tallest structures in the immediate vicinity, second on the project block only to the relatively modern 90-foot-tall Harper Plaza office building at 260 Townsend Street. Because of this, the project would partially obstruct views from some live/work units at the adjacent building at 601 Fourth Street at Brannan Street and from some live/work units to the south, on Lusk Street.

With the proposed increase in height, the project building would be taller than most surrounding buildings, including the adjacent 601 Fourth Street building, which is about 55 feet tall to the parapet, excluding its penthouse. The project would be comparable in height to a renovated building, now in office use, at Bryant and Zoe Streets, one block to the north. Because of the flatness of the surrounding terrain, the project would not obstruct any publicly accessible views.

The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Thus, the project would not produce glare affecting other properties. The project would incrementally increase the amount of light emitted from the project site, but would not substantially increase ambient light levels in the project area. Because it would increase the height of the existing building on the site, however, the increased light could be noticeable to occupants of adjacent upper-floor live/work units in the building at 601 Fourth Street. In addition, the project would reduce the amount of natural light available to live/work units at 601 Fourth Street, where there are two large and one small light court in the east-facing façade. The project's proposed 20-foot setback from the 601 Fourth Street building and the proposed new courtyard in the project's west-facing façade would reduce the magnitude of light-related impacts. The project could also incrementally reduce light available to live/work and residential units on Lusk Street, although this effect would be limited because the project is north of these units and because of the separation between the project building and these units.

In view of the above, Visual Quality, including urban design and glare, do not require further study in the EIR.

3) Population. Could the project:	Yes	No	Discussed
* (a) Induce substantial growth or concentration of population?	___	X	X
* (b) Displace a large number of people (involving either housing or employment)?	___	X	X
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	X

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project could generate up to approximately 900 office jobs and seven retail jobs,[4] which would represent about 625 net new office jobs, compared to the existing employment of approximately 275.[5] (All of the retail jobs would be new.) Assuming these net new jobs would be new employment in San Francisco, which is a conservative assumption, they would represent about 2 percent of the projected increase in citywide employment between 1995 and 2000. No employment would be displaced by the project, as the existing jobs at the project site are being relocated by the current employer. This potential increase in employment would be minimal when considered in the context of Greater Downtown San Francisco, the region's employment center, and would not be expected to have a measurable effect on demand for housing in San Francisco or the Bay Area. The net new office employees of the proposed project would reside throughout the Bay Area. Of those that reside within San Francisco, some may seek new housing within the City. Others would already live in the City and would therefore not add to a new potential demand for housing in San Francisco. The project would be subject to the Office Affordable Housing Production Program, which was designed to mitigate the potential housing demand impacts from office development projects. Population and housing require no further analysis in the EIR.

4) Transportation / Circulation. Could the project:	Yes	No	Discussed
* (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	___	X	X
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	X	___
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	X	X
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	X	X

Increased employment on the project site would generate increased demand on the local transportation system, including increased traffic and increased transit demand. Project effects on transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts, will be analyzed in the EIR.

[4] San Francisco Department of City Planning, "Guidelines for Environmental Review: Transportation Impacts," Appendix 1, July 1991.

[5] Existing jobs on the site are being relocated from San Francisco by the existing building tenant, Union Pacific Railroad (formerly Southern Pacific Transportation Company), which will vacate the building in 1998. Union Pacific has begun relocation of these jobs; the site was, until recently, occupied by about 500 employees.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

5) Noise. Could the project:	Yes	No	Discussed
* (a) Increase substantially the ambient noise levels for adjoining areas?	___	X	X
(b) Violate Title 24 Noise Insulation Standards, if applicable?	___	X	X
(c) Be substantially impacted by existing noise levels?	___	X	X

Ambient noise in the project vicinity is typical of noise levels in downtown San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses and emergency vehicles. Traffic on the elevated I-80 skyway, one and a half blocks north of the site, is audible at times. The Environmental Protection Element of the San Francisco *General Plan* indicated a day-night background noise level (Ldn) of 70 dBA on Brannan and Fourth Streets in 1974.[6,7] The Downtown Plan EIR indicated a day-night average noise level (Ldn) of 75 dBA on Fourth Street north of the skyway in 1984, while the Mission Bay EIR indicated a level of 74 dBA, Ldn, at Fourth and Townsend Streets, one block south of the site, in 1986.[8]

Demolition, excavation, and building construction would temporarily increase noise in the site vicinity. The construction period, including demolition of portions of the building interior, would last approximately 11 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Because much of the interior demolition and foundation work would occur within the existing building, construction noise effects would be limited, compared to new construction. The project would not require pile driving.

During the construction period, temporary construction noise would be noticed by neighboring residents (including occupants of live/work units) and workers. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (such as jackhammers and impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of

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[6] dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound. Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise. Leq, the equivalent noise level, is the average energy content of the noise over a given time period.

[7] San Francisco Department of City Planning, San Francisco General Plan, Environmental Protection Element, p. I.6.13,15.

[8] San Francisco Department of City Planning, Downtown Plan EIR, Case No. 81.3E, certified October 18, 1984, Volume 1, pp. IV.J.1-19, particularly Table IV.J.2, pp. IV.J.9-10; and San Francisco Department of City Planning, Mission Bay EIR, Case No. 86.505EMTZ, certified August 23, 1990, Volume 2, pp. VI.G.1-38, particularly Table VI.G.1, p. VI.G.6

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works.

At times during construction, noise levels would disturb surrounding property owners and occupants. There would be times when noise would interfere with indoor activities in nearby residences, live/work units, and commercial uses adjacent to the project site. Noise impacts would be temporary in nature and limited to the period of construction. Therefore, they are not considered significant environmental impacts.

The Environmental Protection Element of the *General Plan* contains guidelines for determining the compatibility of various land uses with different noise environments.[9] For typical office uses, the guidelines recommend that new construction or development should generally be discouraged at noise levels starting between 70 and 75 dBA. At these noise levels, the guidelines recommend an analysis of noise reduction requirements and implementation of noise insulation features. It is anticipated that standard noise insulation measures would be included as part of the project design.

To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required. Based on transportation analysis conducted for the project, the project would not result in a substantial increase in traffic at area intersections, and it therefore would not result in perceptibly greater noise levels than those existing in the area.

The project would open a route to Townsend Street via Lusk Street for vehicles exiting the proposed garage, which would increase traffic on Lusk Street, where live/work units exist on either side of the street immediately south of the project site. Given that vehicles exiting the garage could travel either to Townsend Street via Lusk Street or to Brannan Street via the building's side alley, and that Lusk is a narrow street and vehicles using it would be traveling slowly, use of Lusk Street as a garage exit would be expected to increase noise levels along this street, but not in excess of what would be expected in an urban area.

Construction-related noise, effects related to noise-sensitive receptors, and operational noise anticipated following construction of the project would not be considered significant for reasons stated above, and will not be analyzed in the EIR.

[9] San Francisco Department of City Planning, San Francisco General Plan, Environmental Protection Element, p. I.6.17.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

	6) Air Quality/Climate. Could the project:	Yes	No	Discussed
*	(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	X	X
*	(b) Expose sensitive receptors to substantial pollutant concentrations?	___	X	X
	(c) Permeate its vicinity with objectionable odors?	___	X	___
	(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	___	X	X

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. Generally, for commercial projects, the threshold is between 4,100 and 4,500 daily vehicle trips, and for residential projects, approximately 3,500 daily vehicle trips. Based on the Transportation Study prepared for the project,[10] the project would generate 650 daily vehicle trips. Therefore, no significant operational air quality impact would be generated by the project.

As described in Section I, Project Description, limited excavation is proposed at portions of the site, as the existing spread footing foundation system would be retained. Further, excavation associated with upgrading of the building's foundation system would occur within the existing structure. Therefore, construction-related effects on air quality generally would be limited to emissions from construction equipment and construction workers' vehicles, as well as from limited demolition, primarily within the building, associated with seismic strengthening and interior remodeling. The project sponsor would require the contractor to wet down the construction site twice a day during construction to reduce particulates by at least 50 percent; would require covering soil, sand and other material; and would require street sweeping around demolition and construction sites at least once per day (see mitigation, p. 26).

Shadow

Section 295 of the City Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure

[10] Environmental Science Associates, 475 Brannan Street: Transportation Report, draft November 7, 1997, prepared for San Francisco Planning Department. This report is on file at the San Francisco Planning Department, 1660 Mission Street, San Francisco, Project File No. 97.470E!.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform to Section 295, a shadow fan analysis was performed by the Planning Department. This analysis determined that the project shadow could not extend as far as the one nearby public open space subject to Section 295, South Park, in the center of the block bounded by Third, Bryant, Second, and Brannan Streets. There are no other publicly accessible open spaces that would be affected by shadow from the proposed project. The proposed project would add new shadow to portions of the project site as well as to surrounding properties. However, the net new shading that would result from the project would be limited in scope, and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. Therefore, the project would not result in any significant shadow-related effects.

Wind

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The project would increase the height of the existing structure on the site by about 20 feet, to a maximum height of approximately 58 feet. The renovated building would be taller than most surrounding structures, but not sufficiently so such that any substantial effects due to wind would be anticipated. Further, the project itself would not be tall enough to be expected to generate substantial wind effects.

Potential air quality, shadow and wind effects require no further analysis and will not be included in the EIR.

7) Utilities/Public Services. Could the project:	Yes	No	Discussed
* (a) Breach published national, state or local standards relating to solid waste or litter control?	___	X	___
* (b) Extend a sewer trunk line with capacity to serve new development?	___	X	___
(c) Substantially increase demand for schools, recreation or other public facilities?	___	X	___
(d) Require major expansion of power, water, or communications facilities?	___	X	X

The proposed project would incrementally increase demand for and use of public services and utilities on the site and increase water consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have any measurable impact on public services or utilities. This topic requires no further analysis and will not be included in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

8) Biology. Could the project:	Yes	No	Discussed
* (a) Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	____	X	X
* (b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	____	X	____
(c) Require removal of substantial numbers of mature, scenic trees?	____	X	____

The project site is covered entirely by impervious surfaces, including the existing building and paved alleys to the east and south of the building. No trees exist on the site. The project would not affect any threatened, rare or endangered plant life or habitat. The project would not interfere with any resident or migratory species. This topic will not be discussed in the EIR.

9) Geology/Topography. Could the project:	Yes	No	Discussed
* (a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	____	X	X
(b) Change substantially the topography or any unique geologic or physical features of the site?	____	X	____

The *San Francisco General Plan* Community Safety Element contains maps that show areas in the city subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3). The project site is in an area of liquefaction potential (Map 4), a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report that assesses the nature and severity of the hazard(s) on the site and recommends project design and construction features that would reduce the hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

A preliminary geotechnical investigation has been conducted for the project site and is summarized here.[11] The existing building is founded on spread footings, some of which appear to pre-date the existing structure. Soils beneath approximately the eastern three-fourths of the building are dense clayey sands that are capable of supporting the additional load of the two-story addition, while soils beneath the westernmost portion of the building are clays that are less able to provide sufficient support. In these locations, closest to the historic Mission Bay shoreline, the project would include underpinning of existing foundations to support the proposed two-story addition. Nine new footings would be added.

The proposed seismic strengthening would require installation of moment frames (rectangular structural steel frames), which would be anchored to concrete piers to be poured in holes drilled about 60 feet deep.

The project site is not in an Alquist-Priolo Special Studies Zone, and no known active fault exists on or in the immediate vicinity of the site. The closest active faults are the San Andreas Fault, 7 miles to the west, and the Hayward Fault, 12 miles to the east. Like the entire San Francisco Bay Area, the project site is subject to groundshaking in the event of an earthquake on these faults, although surface rupture is unlikely.

The geotechnical report determined that the existing foundation could accommodate the proposed building expansion, provided that the recommendations in the report are included into the design and construction of the proposed project. Those recommendations include construction of deep foundations (such as drilled piers) or spread footings with tiedown anchors, and underpinning of existing spread footings where they are underlain by clay soils. The project sponsor has agreed to follow the recommendations of the geotechnical report(s) (see Mitigation Measure, p. 26).

The project could require dewatering (see Section III.10, Water, below), and the project includes mitigation measures to ensure that dewatering, if required, would not result in adverse effects related to settlement (see Mitigation Measures, p. 26).

The project would not alter the topography of the site.

No further analysis of geology and seismicity is required in the EIR.

[11] Subsurface Consultants Inc., "Phase 1 Geotechnical Investigation, Existing Foundations and Subsurface Conditions, 475 Brannan Street, San Francisco, California," June 11, 1997. This report is on file at the San Francisco Planning Department, 1660 Mission Street, San Francisco, Project File No. 97.470E.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

10) Water. Could the project:	Yes	No	Discussed
* (a) Substantially degrade water quality, or contaminate a public water supply?	___	X	___
* (b) Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	___	X	X
* (c) Cause substantial flooding, erosion or siltation?	___	X	___

The project would require minimal excavation. The project site is entirely covered by impervious surfaces (consisting of the existing building and paved driveways to the east and south). The project would not increase the area of impervious surface on the site, and would not alter the drainage pattern of the site; site runoff would continue drain into the City's combined sanitary and storm sewer system, as at present. Therefore, neither groundwater resources nor runoff and drainage would be affected.

Groundwater measurements made for the project's preliminary geotechnical report show that groundwater occurs at between less than one and four feet below the surface of the existing basement.[12] The floor of the existing basement is between about 5 and 10 feet below the sidewalk. Although the project would include only limited excavation for construction of drilled piers and foundation underpinning, it is possible that dewatering would be required. Any groundwater encountered during construction would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance No. 199-77), requiring that groundwater meet specified standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the Department of Public Works must be notified of projects necessitating dewatering. That office may require analysis before discharge.

Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. The project would include mitigation measures to reduce the potential water quality effects of dewatering (see p. 28).

[12] The existing basement consists of two levels, with the western portion about 3.5 feet above the elevation of the eastern portion, where groundwater was found at approximately 0.5 to 1 feet below the surface.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

The project site is within the Eastside Reclaimed Water Use Area designated by Section 1209 of the Reclaimed Water Use Ordinance (approved November 7, 1991), which added Article 22 to Part II, Chapter X of the *San Francisco Municipal Code* (*Public Works Code*). Effective 180 days from the date of this ordinance, non-residential projects over 40,000 sq. ft. that require a site permit, building permit, or other authorization, and are located within this area, shall provide for the construction and operation of a reclaimed water system for the transmission of reclaimed water within buildings and structures. That is, the building would need to be designed with separate plumbing to service uses that could employ reclaimed water (*e.g.,* toilets). The ordinance also requires that owners, operators, or managers of all development projects register their project with the Water Department. The Water Department will then issue a certificate of intention to use reclaimed water, and reclaimed water shall be used unless the Water Department issues a certificate exempting compliance because reclaimed water is not available, an alternative water supply is to be used, or the sponsor has shown that the use of reclaimed water is not appropriate. The appropriate use of reclaimed water, when it becomes available, would reduce potable water consumption in the area.

No further analysis of water resources is required in the EIR.

11) Energy/Natural Resources. Could the project:	Yes	No	Discussed
* (a) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	X	X
(b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	X	___

The project would meet current state and local codes concerning energy consumption. It would not cause a wasteful use of energy. This topic, energy consumption impacts, requires no further analysis and will not be discussed in the EIR.

12) Hazards. Could the project:	Yes	No	Discussed
* (a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	X
* (b) Interfere with emergency response plans or emergency evacuation plans?	___	X	___
(c) Create a potentially substantial fire hazard?	___	X	___

A Phase I environmental site assessment has been performed for the project site and is summarized

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

here.[13] Asbestos-containing building materials identified within the existing building include boiler insulation, joint compound, floor tile, linoleum and mastics, pipe wrap, flashing, and roofing tar and felt. The project includes a mitigation measure (see p. 29) that is intended to reduce to a level of less than significance the potential health risks associated with asbestos-containing building materials by securing their removal and disposal, or their encapsulation, prior to construction and reuse of the building. The project sponsor would notify the Bay Area Air Quality Management District of proposed asbestos abatement activities prior to issuance of a building permit.

Article 20 of the San Francisco Public Works Code (the "Maher Ordinance") requires that applicants for building permits within a certain area (largely the part of San Francisco created by landfill) prepare a site history and analyze the site's soil for hazardous wastes. The project site is within the Maher Ordinance area. The analysis is required if more than 50 cubic yards of soil are to be disturbed and the project is on fill or is at a location designated for investigation by the director of the Department of Public Works. Where the analysis reveals the presence of hazardous wastes, the ordinance requires site mitigation pursuant to the standards, regulations, and determinations of state and federal regulatory agencies. This mitigation would consist of the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate mitigation.

The proposed project would involve more than 50 cubic yards of soil disturbance, and in compliance with the Maher Ordinance, a site history report, site investigation report, and preliminary site remediation plans would prepared for the project. Where hazardous wastes are found in excess of state or federal standards, the sponsor would be required to submit a Site Mitigation Plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP prior to issuance of any building permit, with oversight by the San Francisco Department of Public Health. Where toxics are found for which no standards are established, the sponsor would request a determination from state and federal agencies as to whether an SMP is needed.

Lead paint may be found in the existing building, constructed in 1908 and proposed for renovation as part of the project. Construction and renovation activities must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers that are at least as effective at protecting human health and the environment as those in the most recent *Guidelines for Evaluation and control of Lead-Based*

[13] Hygienetics Environmental Services, "Phase I Environmental Site Assessment, 475 Brannan Street, San Francisco, CA, 94107," prepared for Stein Kingsley Stein, June 13, 1997. This report is on file at the San Francisco Planning Department, 1660 Mission Street, San Francisco, Project File No. 97.470E.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

Paint Hazards promulgated by the U.S. Department of Housing and Urban Development. The ordinance also identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party (owner or contractor) must provide written notice to the Director of Building Inspection of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or non-residential, owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Contaminant is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures required as part of the San Francisco Building Code would ensure that potential impacts due to lead-based paint would be reduced to a level of insignificance.

Other potential hazardous building materials such as PCB-containing electrical equipment, hydraulic oils, or fluorescent lights could pose health threats for demolition workers but would be mitigated by building surveys and abatement as necessary (see Mitigation, p. 29). The existing building contains elevators. Elevators may be operated by hydraulic oils; in the past, some of these oils contained PCBs. Mitigation is included in the project to reduce impacts of hazardous building materials (see p. 29).

An evacuation and emergency response plan would be developed by the project sponsor, in consultation with the Mayor's Office of Emergency Services, to insure coordination between the City's emergency planning activities and the project's plan to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the Office of Emergency Services and implemented by the project sponsor before issuance of final building permits by the Department of Public Works.

All potential health and safety issues related to building contamination and soil contamination and remediation would be reduced to a level of insignificance by mitigation measures included in the project,

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

or would be regulated by current laws and regulations; these issues do not require further analysis and will not be discussed in the EIR.

	13) Cultural. Could the project:	Yes	No	Discussed
*	(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	X	___	X
	(b) Conflict with established recreational, educational, religious or scientific uses of the area?	___	X	___
	(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	___	X	X

Archaeological Resources

According to the 1853 U.S. Coast Survey Chart, the project site is located on what was once a marshy area at the northern edge of Mission Bay, northwest of Steamboat Point. It is therefore unlikely that prehistoric cultural resources would be found on the site. Fill placed in the 1860s extended the shoreline to south of Fourth and Townsend Streets. Prior to the 1906 earthquake, the site was occupied by a wine warehouse, sampling room, and bottling facility. The existing building was constructed in 1908, as part of the reconstruction of the South-of-Market area following the 1906 earthquake and fire. It initially served as a hardware warehouse and later as a warehouse for paper products and subsequently for other storage and light industrial uses, prior to conversion to its present use, as accounting offices. Because the existing building contains a basement, and because limited excavation is proposed as part of the project, for installation of drilled piers and new foundations, it is unlikely that subsurface cultural resources would be disturbed. A mitigation measure is included in the project to reduce potential impacts to subsurface cultural resources should such resources be encountered during the limited excavation (see p. 29). No further discussion of subsurface cultural resources will be included in the EIR.

Historic Architectural Resources

The existing building, constructed in 1908, has a B rating from the Foundation for San Francisco's Architectural Heritage, and was rated "1" in the 1976 Department of City Planning Survey. It is designated a Significant Structure in the South of Market Plan, an area plan within the San Francisco General Plan. The project's potential effects on historic architectural resources will be discussed in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

C. OTHER	Yes	No	Discussed
Require approval and/or permits from City Departmentsother than Department of City Planning or Department of Building Inspection, or from Regional, State, or Federal Agencies?	___	X	___

D. MITIGATION MEASURES	Yes	No	N/A	Discussed
1) Could the project have significant effects if mitigation measures are not included in the project?	X	___	___	X
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	___	X	___	X

The following are mitigation measures related to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures, which are proposed as part of the project, and also including other measures which would be, or could be, adopted to reduce potential adverse effects of the project identified in the EIR.

Construction Air Quality

- The project sponsor would require the contractor(s) to sprinkle exterior demolition sites with water during demolition, excavation and construction activity; sprinkle unpaved exterior construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose.

Geology

- One or more geotechnical investigations by a California-licensed geotechnical engineer are included as part of the project. The project sponsor and contractor would follow the recommendations of the final geotechnical report(s) regarding any excavation and construction for the project. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors the adjacent building for damage during construction, if recommended by the geotechnical engineer.
- Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to

perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

- Should dewatering be necessary, the project sponsor and contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities and buildings that could potentially occur as a result of dewatering.

- The project sponsor and contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements were detected.

Water Quality

- If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer and/or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer/storm drain system.

- If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works, to reduce the amount of sediment entering the storm drain / sewer lines.

- The project sponsor would require the general contractor to install and maintain sediment traps in local stormwater intakes during the construction period to reduce the amount of sediment entering the storm drain / sewer lines, if this is found necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

Hazards

Note to the reader: The following material regarding the Maher Ordinance is a requirement of the City Public Works Code. As such, it is not a true mitigation measure, since it is required by law. The requirements of the Ordinance are specified below for informational purposes.

- As project construction would involve excavation of more than 50 cubic yards of soil, requirements established by Article 20 of the *San Francisco Public Works Code* (*i.e.*, the "Maher Ordinance") would reduce potential effects related to soil contamination to a less-than-significant level. If applicable, the project sponsor would prepare a Site Mitigation Plan and would agree to ensure that the Site Mitigation Plan is implemented with oversight from the City's Department of Public Health.

  The Plan, if prepared, would require that the construction contractor handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and encapsulate remaining soils on-site, and also would require a State Registered Professional Geologist or Engineer to certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan had been performed in compliance with Article 20 requirements. Conditions

imposed by the Department of Public Health would require dust control measures to ensure "no visible dust" emissions, covering of soil stockpiles, rain water runoff control, and designation of a person with the authority to stop work at any time if a release of contaminated soil occurs or is threatened.

- The project sponsor would ensure that asbestos-containing building materials, if any, encountered in this renovation project are removed and disposed of or encapsulated, as appropriate, in accordance with all applicable government regulations and procedures that would apply to a demolition project.

  The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition. Notification includes the names, addresses and phone numbers of operations and persons responsible, including the contractor; description and location of the structure to be renovated/demolished including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects removal operations. In addition, the District inspects any removal operations concerning which a complaint has been received.

  The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the properties where abatement would occur must have a Hazardous Waste Generator Number assigned by, and registered with, the California Department of Health Services in Sacramento. The contractor and the hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of the material. Pursuant to California law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements above.

  These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of insignificance.

- The project sponsor would ensure that building surveys for PCB-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

Cultural Resources

- Should evidence of archeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation that the ERO determined might damage such archaeological resources. Excavation or construction activities that might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

  After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would

prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be discussed in the EIR and will include the following:

A. No Project: The site would remain in its existing condition. The existing structure could be reused as office space.

B. Preservation Alternative: This alternative would consist of seismic renovation of the existing building and would not include any alteration of the parapet. There would be no rooftop addition, and no change in the existing freight loading bays on the principal Brannan Street façade. The interior could be renovated for office use, as with the proposed project. This alternative might include construction of parking in the basement, as with the project.

C. Seismic Upgrade, Retain Parapet: This alternative would construct the project as proposed, but would not trim the Brannan Street parapet by about 2.5 feet, as would the project. This alternative would have less effect on architectural resources, but would result in a building approximately 60.5 feet tall, compared to about 58 feet with the project.

D. Seismic Upgrade, Live/Work Use; No Rezoning. This alternative would include seismic upgrade in a manner similar to that proposed with the project. It would add two stories, as would the project, and would remodel the existing building for office use, with the top floor converted to live/work space. Under this alternative, the building would be 55 feet tall, compared to 58 feet with the project. This alternative would not require rezoning to increase the height limit, as the SSO Use District would permit an additional five feet beyond the existing 50-foot height limit, if the upper story were occupied solely by live/work units (Planning Code Sec. 260(b)(2)(O)).

F. MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
* 1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	X	___	___
* 2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___
* 3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	X	___
* 4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

The project could affect architectural resources, including the Front-California Conservation District and contributory buildings within the district. Effects on the Conservation District may be most severe when considered in light of other changes that have already occurred in the District. The EIR will consider these issues.

G. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ____ , in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

__X__ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

HILLARY E. GITELMAN
Environmental Review Officer
for

GERALD G. GREEN
Director of Planning

DATE: 2/5/98

* Derived from State EIR Guidelines, Appendix G, normally significant effect.

APPENDIX B: HISTORIC ARCHITECTURAL RESOURCES

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The State Office of Historic Preservation (SHPO) maintains the California Register of Historical Resources. The California Register includes properties listed in, or formally determined eligible for, the National Register and California Registered Landmarks from No. 770 onward.[19] The CSRHR can also include properties designated under local ordinances or identified through local historical resource surveys. Review by the State Historical Resources Commission would be required prior to listing in the register.

The California Register includes properties that are listed or are formally determined eligible for listing in the National Register of Historic Places (see below), State Historical Landmarks, and eligible Points of Historical Interest. Other resources that may be eligible for the California Register, and which require nomination and approval for listing by the State Historic Resources Commission, include resources contributing to the significance of a local historic district, individual historical resources, historical resources identified in historic resources surveys conducted in accordance with SHPO procedures, historic resources or districts designated under a local ordinance consistent with the procedures of the State Historic Resources Commission, and local landmarks or historic properties designated under local ordinance. SHPO acts as staff to the Commission.

A resource may be listed in the California Register if it meets any of the following criteria (which are virtually identical to the National Register criteria):

- association with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- association with the lives of persons important in California's past;
- embodiment of the distinctive characteristics of a type, period, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- had yielded or will yield important information about history or prehistory.

Once nominated for listing in the California Register, a property may be determined eligible for listing by the State Historic Resources Commission but may not be listed if the property owner objects. For

[19] Landmarks from No. 1 through 769 and California Points of Historical Interest will be evaluated and recommended to the State Historical Resources Commission for inclusion in the California Register when criteria for evaluating properties for listing are adopted.

purposes of environmental review under CEQA, a determination of eligibility for listing is generally treated as conferring the same importance on a historic resource as is actual listing.

The 475 Brannan Street building is neither listed in nor formally determined eligible for listing in the California Register of Historical Resources, nor has it been nominated for listing. However, as noted in Chapter III, the Historic Resources Study prepared for this EIR determined that the building is eligible for individual nomination to the California Register or to the National Register of Historic Places as a surviving and well-executed example of a building type, under National Register Criterion C (see below).

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the official U.S. government list of properties that have architectural, historical or cultural significance at the national, state or local level. The Register is administered by the National Park Service, an Agency of the Department of the Interior. Listing of a property in the National Register does not prohibit demolition or alteration of that property, but does denote that the property is a resource worthy of recognition and protection. For federally funded or approved projects, the lead federal agency must make a formal determination regarding the project's effect on resources listed in the National Register, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. The 475 Brannan Street project does not include federal funding or require any federal action.

Eligibility for the National Register is based on a property meeting one of four categories: a property must be associated with important historical events (Category A) or persons (Category B); may represent a specific type, period, or method of construction or be the work of an important architect (Category C); or may yield important information about history or prehistory.

Specifically, under Category C, properties that "embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction" may be eligible for listing in the National Register. The following is from National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, by the National Park Service.

UNDERSTANDING CRITERION C: DESIGN/CONSTRUCTION

This criterion applies to properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork. To be eligible under Criterion C, a property must meet at least one of the following requirements:

- Embody distinctive characteristics of a type, period, or method of construction.
- Represent the work of a master.
- Possess high artistic value.

- Represent a significant and distinguishable entity whose components may lack individual distinction.

The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history.

"The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic values" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement. (Resources "that represent a significant and distinguishable entity whose components may lack individual distinction" are typically evaluated as historic districts.)

EXAMPLES OF PROPERTIES ASSOCIATED WITH DESIGN/CONSTRUCTION

- A house or commercial building representing a significant style of architecture.
- A designed park or garden associated with a particular landscape design philosophy.
- A movie theater embodying high artistic value in its decorative features.
- A bridge or dam representing technological advances.

APPLYING CRITERION C: DESIGN/CONSTRUCTION

Distinctive Characteristics of Type, Period, and Method of Construction

This is the portion of Criterion C under which most properties are eligible, for it encompasses all architectural styles and construction practices. To be eligible under this portion of the Criterion, a property must clearly illustrate, through "distinctive characteristics," the following:

- The pattern of features common to a particular class of resources,
- The individuality or variation of features that occurs within the class,
- The evolution of that class, or
- The transition between classes of resources.

Distinctive Characteristics: "Distinctive characteristics" are the physical features or traits that commonly recur in individual types, periods, or methods of construction. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction.

Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials. They can be general, referring to ideas of design and construction such as basic plan or form, or they can be specific, referring to precise ways of combining particular kinds of materials.

Eligible:

- A building eligible under the theme of Gothic Revival architecture must have the distinctive characteristics that make up the vertical and picturesque qualities of the style, such as pointed gables, steep roof pitch, board and batten siding, and ornamental bargeboard and veranda trim.

- A late Mississippian village that illustrates the important concepts in prehistoric community design and planning will qualify.

- A designed historic landscape will qualify if it reflects a historic trend or school of theory and practice, such as the City Beautiful Movement, evidencing distinguished design, layout, and the work of skilled craftsmanship.

Not Eligible:

- A commercial building with some Art Deco detailing is not eligible under Criterion C if the detailing was added merely as an afterthought, rather than fully integrated with overall lines and massing typical of the Art Deco style or the transition between that and another style.

- A designed landscape that has had major changes to its historic design, vegetation, original boundary, topography/grading, architectural features, and circulation system will not qualify.

Type, Period, and Method of Construction: "Type, period, or method of construction" refers to the way certain properties are related to one another by cultural tradition or function, by dates of construction or style, or by choice or availability of materials and technology.

A structure is eligible as a specimen of its type or period of construction if it is an important example (within its context) of building practices of a particular time in history. For properties that represent the variation, evolution, or transition of construction types, it must be demonstrated that the variation, etc., was an important phase of the architectural development of the area or community in that it had an impact as evidenced by later buildings. A property is not eligible, however, simply because it has been identified as the only such property ever fabricated; it must be demonstrated to be significant as well.

Eligible:

- A building that has some characteristics of the Romanesque Revival style and some characteristics of the Commercial style can qualify if it illustrates the transition of architectural design and the transition itself is considered an important architectural development.

- A Hopewellian mound, if it is an important example of mound building construction techniques, would qualify as a method or type of construction.

- A building which illustrates the early or the developing technology of particular structural systems, such as skeletal steel framing, is eligible as an example of a particular method of construction.

Historic Adaptation of the Original Property: A property can be significant not only for the way it was originally constructed or crafted, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.

A district is eligible under this guideline if it illustrates the evolution of historic character of a place over a particular span of time.

Eligible:

- A Native American irrigation system modified for use by Europeans could be eligible if it illustrates the technology of either or both periods of construction.

- An early 19th century farmhouse modified in the 1880s with Queen Anne style ornamentation could be significant for the modification itself, if it represented a local variation or significant trend in building construction or remodeling, was the work of a local master (see Works of a Master below), or reflected the tastes of an important person associated with the property at the time of its alteration.

- A district encompassing the commercial development of a town between 1820 and 1910, characterized by buildings of various styles and eras, can be eligible.

Works of a Master

A master is a figure of generally recognized greatness in a field, a known craftsman of consummate skill, or an anonymous craftsman whose work is distinguishable from others by its characteristic style and quality. The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft.

A property is not eligible as the work of a master, however, simply because it was designed by a prominent architect. For example, not every building designed by Frank Lloyd Wright is eligible under this portion of Criterion C, although it might meet other portions of the Criterion, for instance as a representative of the Prairie style.

The work of an unidentified craftsman is eligible if it rises above the level of workmanship of the other properties encompassed by the historic context.

Properties Possessing High Artistic Values

High artistic values may be expressed in many ways, including areas as diverse as community design or planning, engineering, and sculpture. A property is eligible for its high artistic values if it so fully articulates a particular concept of design that it expresses an aesthetic ideal. A property is not eligible, however, if it does not express aesthetic ideals or design concepts more fully than other properties of its type.

Eligible:

- A sculpture in a town square that epitomizes the design principles of the Art Deco style is eligible.

- A building that is a classic expression of the design theories of the Craftsman Style, such as carefully detailed handwork, is eligible.

- A landscaped park that synthesizes early 20th century principles of landscape architecture and expresses an aesthetic ideal of environment can be eligible.

- Properties that are important representatives of the aesthetic values of a cultural group, such as petroglyphs and ground drawings by Native Americans, are eligible.

Not Eligible:

- A sculpture in a town square that is a typical example of sculpture design during its period would not qualify for high artistic value, although it might be eligible if it were significant for other reasons.

- A building that is a modest example (within its historic context) of the Craftsman Style of architecture, or a landscaped park that is characteristic of turn of the century landscape design would not qualify for high artistic value.

Once nominated for listing in the National Register, a property may be determined eligible for listing by the Keeper of the National Register but, as with the California Register, is not listed if over the objection of the property owner. For purposes of environmental review under CEQA, a determination of eligibility for listing is generally treated as conferring the same importance on a historic resource as is actual listing.

The 475 Brannan Street building is neither listed in nor formally determined eligible for listing in the National Register of Historic Places, nor has it been nominated for listing. However, as noted in Chapter III, the Historic Resources Study prepared for this EIR determined that the building is eligible for individual nomination to the California Register or to the National Register of Historic Places as a surviving and well-executed example of a building type, under Criterion C.

APPENDIX C: TRANSPORTATION

TABLE C-1
VEHICULAR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	TYPICAL OPERATING CHARACTERISTICS	AVERAGE STOPPED DELAY /A/
A	Level of Service A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. The traffic operation can generally be described as excellent.	0.0 - 5.0
B	Level of Service B describes operations with low delay. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay. The traffic operation can generally be described as very good.	5.1 - 15.0
C	Level of Service C describes operations with moderate delays. These higher delays may result from fair progression and/or longer cycle lengths. Vehicles occasionally may have to wait more than one red traffic signal indication. The number of vehicles stopping is substantial at this level, although many still pass through the intersection without stopping. The traffic operation can generally be described as good.	15.1 - 25.0
D	Level of Service D describes operations with moderately high delays. Congestion is more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Some vehicles have to wait more than one red traffic signal phase. The traffic operation can generally be described as fair.	25.1 - 40.0
E	Level of Service E describes operations at the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume/capacity ratios. Vehicles may be delayed through several signal cycles. The traffic operation can generally be described as poor.	40.1 - 60.0
F	Level of Service F describes operations with delay unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume/capacity ratios below 1.00 with many vehicles having to wait more than one red traffic signal indicator. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	60.0+

/a/ Level of Service criteria are stated in seconds for a 15-minute analysis period.

SOURCE: Environmental Science Associates, Inc. from *Highway Capacity Manual*, Special Report 209, Transportation Research Board, updated 1994.

CHAPTER IX
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RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department,
Office of Environmental Review

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below

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